



DALLAS AREA RAPID TRANSIT

QUARTERLY OPERATING, FINANCIAL PERFORMANCE, AND COMPLIANCE REPORTS



Third Quarter FY 2019
April – June 2019

DART BOARD MEMBERS

Sue S. Bauman

Dallas

Mark Enoch

Garland, Rowlett and
Glenn Heights

Doug Hrbacek

Carrollton and Irving

Ray Jackson

Dallas

Jonathan R. Kelly

Garland

Patrick J. Kennedy

Dallas

Jon-Bertrell Killen

Dallas

Michele Wong Krause

Dallas

Amanda Moreno

Dallas

Eliseo Ruiz III

Dallas and Cockrell Hill

Gary Slagel

Richardson, University Park,
Addison and Highland Park

Lissa Smith

Plano and Farmers Branch

Rick Stopfer

Irving

Dominique P. Torres

Dallas

Paul N. Wageman

Plano

DART's Financial Information is located online at:

DART.org/financialinformation

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Who We Are

We are Dallas Area Rapid Transit – DART.
Your preferred choice of transportation for now and in the future.

Discover more

DART is far more than just "the thing you ride." It is your "trusted guide" to discovering all that North Texas has to offer.

Our extensive network of light rail, Trinity Railway Express commuter rail, bus routes, paratransit services, and vanpools enables more than 220,000 passengers per day get to where they need to go across our 700-square-mile service area.

Explore North Texas and discover something new on DART. From off-the-beaten-path venues to the trendiest spots in town, every trip can be an adventure. Many of these “DARTable” places are a leisurely walk from a DART rail station or bus stop, and the GoPassSM app makes discovering them easy.

If your journey begins or ends in places not easily served by DART, you now can take the train or bus for the longest portion of the trip and use Uber or Lyft for the short leg. Customers can access these apps through GoPass[®] by selecting the option “More” where the Uber and Lyft apps can be found.

Visit [DART.org/DARTable](https://www.dart.org/DARTable) for a list of possibilities that span arts, culture, sports, recreation, dining, shopping, and special events.

Organization

Dallas Area Rapid Transit (DART) is a sub-regional transportation authority, created by a voting majority of the citizens on August 13, 1983, to organize and provide public transportation and complementary services to jurisdictions pursuant to Chapter 452 of the Texas Transportation Code (the “Act”). Our service area is comprised of 13 North Texas municipalities (Addison, Carrollton, Cockrell Hill, Dallas, Farmers Branch, Garland, Glenn Heights, Highland Park, Irving, Plano, Richardson, Rowlett, and University Park) as shown in Exhibit 2 (on page 6). Our headquarters is located in downtown Dallas. Under the Act, we are authorized to collect a 1% sale and use tax on certain transactions.

DART provides bus, light rail, commuter rail, paratransit, vanpool, and other services to our 13 municipalities across a 700-square mile service area with a population of 2.4 million in the Dallas, Texas area. DART has operated bus service since its inception in 1983. The first segment of light rail opened in 1996, and the 20-mile Light Rail Starter System was completed in May 1997.



Since then, DART has worked to expand light rail considerably. DART currently operates a total of 93 miles of light rail, including an extension to UNT-Dallas that opened October 24, 2016. DART operates commuter rail service, which also opened in 1996, jointly with Trinity Metro (formerly known as Fort Worth Transportation Authority) along a 34-mile rail corridor between the cities of Dallas and Fort Worth. Exhibit 6 on page 14 is the DART System Map.

Mission Statement – DART’s mission statement defines the purpose for which the Agency was created:

The mission of Dallas Area Rapid Transit is to build, establish, and operate a safe, efficient, and effective transportation system that, within the DART Service Area, provides mobility, improves the quality of life, and stimulates economic development through the implementation of the DART Service Plan as adopted by the voters on August 13, 1983, and as amended from time to time.

Vision Statement – To help achieve the Board's mission and strategic priorities, the Board has approved a vision statement to address DART’s customers and stakeholders.

DART: Your preferred choice of transportation for now and in the future.

Board Strategic Priorities – To achieve this mission and ensure Agency alignment, in April 2015 the Board adopted the following six Strategic Priorities:

1. Continually improve service and safety experiences and perceptions for customers and the public
2. Optimize and preserve (state of good repair) the existing transit system
3. Optimize DART’s influence in regional transportation planning
4. Expand DART’s transportation system to serve cities inside and outside the current service area
5. Pursue excellence through employee engagement, development, and well-being
6. Innovate to improve levels of service, business processes, and funding

DART Organizational Values – DART’s Five-Year Strategic Plan is grounded in DART’s Values Statement, as follows:

- Focused on Our Customers
 - ✓ We are dedicated to meeting our customers’ needs.
 - ✓ We strive for continuous improvement.
 - ✓ We deliver quality.
- Committed to Safety and Security
 - ✓ We require safety and security to be the responsibility of every employee.
 - ✓ We are committed to ensuring the safety and security of our passengers and employees.
- Dedicated to Excellence
 - ✓ We demonstrate a high regard for each other.
 - ✓ We are committed to innovation and learning from our experiences.
 - ✓ We hold ourselves accountable.
 - ✓ We coach, reinforce, and recognize employees.
 - ✓ We foster an environment promoting diversity of people and ideas.
- Good Stewards of the Public Trust
 - ✓ We responsibly use public funds and property.
 - ✓ We maintain open communication with customers and stakeholders.
 - ✓ We respect the environment.
 - ✓ We strive to mitigate risk.
 - ✓ We demand integrity and honesty.

Governance and Management Structure

The Board of Directors

DART is governed by a 15-member Board of Directors. The governing bodies of the participating municipalities appoint members to our Board according to the ratio of the population of each participating municipality to the total population within our service area. A participating municipality having a population which entitles it to make a fraction of an appointment may combine that fraction with one or more other participating municipalities to make one appointment; but no participating municipality may appoint more than 65% of the members of the Board. The Board can be restructured whenever there is a change in the participating municipalities or every fifth year after the date census data or population estimates become available.

Each Board member serves at the pleasure of the governing municipal unit(s) that appoints the member. Board members serve staggered two-year terms. Eight of the member terms begin July 1 of odd-numbered years, and seven of the member terms begin on July 1 of even-numbered years. Each member is entitled to receive \$50 for each Board meeting attended and is reimbursed for necessary and reasonable expenses incurred in the discharge of the member’s duties. Exhibit 1 sets forth information regarding our current Board of Directors.

Exhibit 1
Members of the Board of Directors

Name	Represents
Sue S. Bauman, Chair	Dallas
Mark C. Enoch	Garland, Rowlett, and Glenn Heights
Doug Hrbacek	Carrollton and Irving
Ray Jackson	Dallas
Jonathan R. Kelly, Assistant Secretary	Garland
Patrick J. Kennedy	Dallas
Jon-Bertrell Killen	Dallas
Michele Wong Krause, Secretary	Dallas
Amanda Moreno	Dallas
Eliseo Ruiz III	Dallas, Cockrell Hill
Gary Slagel	Addison, Highland Park, Richardson, and University Park
Lissa Smith	Plano and Farmers Branch
Rick Stopfer	Irving
Dominique P. Torres	Dallas
Paul N. Wageman, Vice Chair	Plano

The Board elects from its members a chair, vice chair, secretary, and assistant secretary as shown in the table. These elections are held in October of each year.

DART BOARD MEMBERS



Sue S. Bauman
Chair
Dallas



Mark C. Enoch
Garland,
Rowlett and
Glenn Heights



Doug Hrbacek
Carrollton
and Irving



Ray Jackson
Dallas



Jonathan R. Kelly
Assistant Secretary
Garland



Patrick Kennedy
Dallas



Jon-Bertrell Killen
Dallas



Michele Wong Krause
Secretary
Dallas



Amanda Moreno
Dallas



Eliseo Ruiz III
Dallas and
Cockrell Hill



Gary Slagel
Richardson,
University Park,
Addison and
Highland Park



Lissa Smith
Plano and
Farmers Branch



Rick Stopfer
Irving



Dominique P. Torres
Dallas

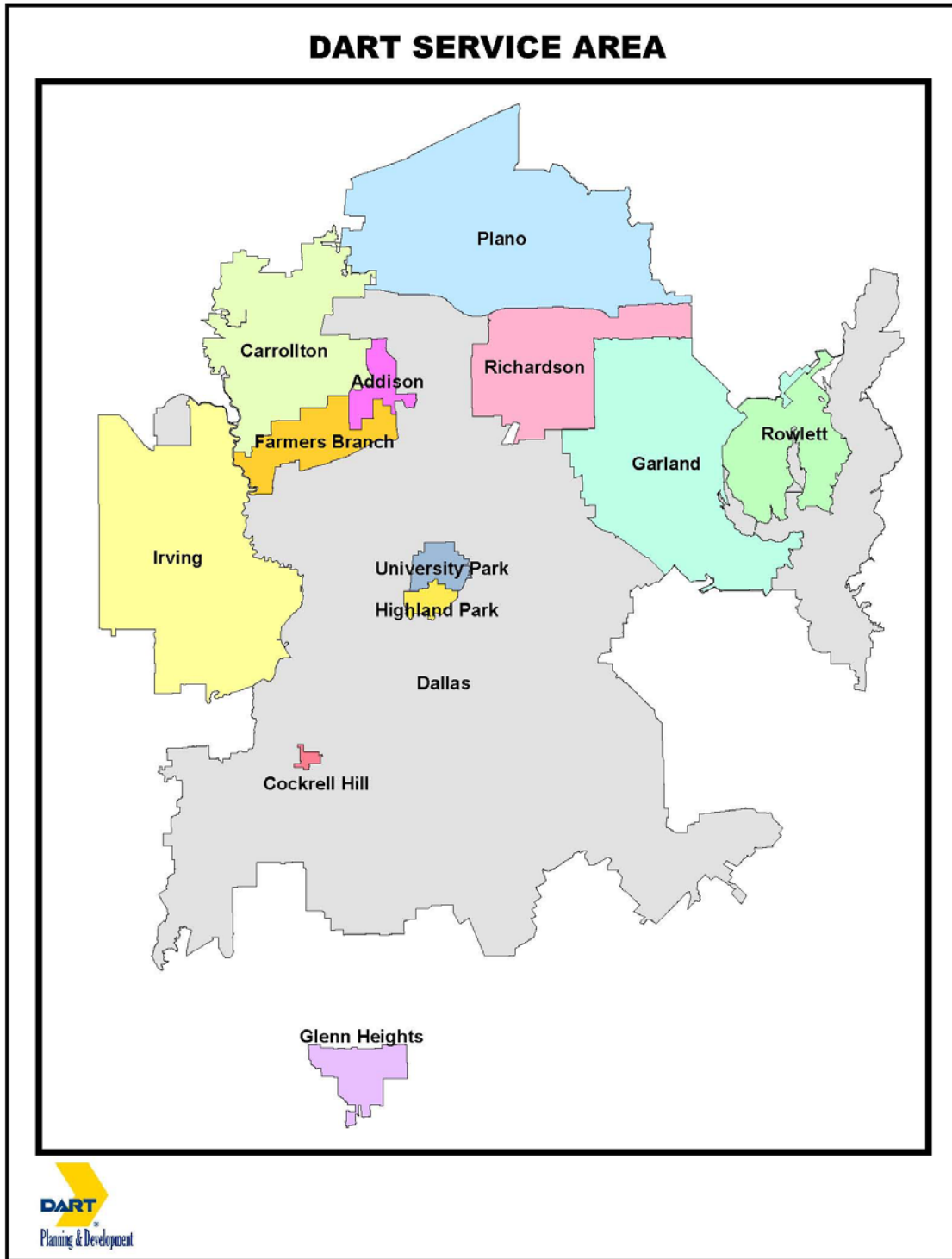


Paul N. Wageman
Vice Chair
Plano

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Exhibit 2 is a map of the DART Service Area.

Exhibit 2



DART's Management

The Board appoints our President/Executive Director, who also serves as our Chief Executive Officer. The Chief Executive Officer's duties include:

- Overseeing our daily operations, including the hiring, compensation, and removal of employees.
- Awarding contracts for services, supplies, capital acquisitions, real estate, and construction if the amount of any such contract does not exceed \$100,000, and contracts of up to \$250,000 for standard off-the-shelf commercial products.
- Presiding over the growth of our transit system.
- Providing regional leadership and national visibility regarding the transportation needs in North Central Texas.

Exhibit 3, on the following page, is a summary of our executive management team.

Exhibit 3
DART'S Executive Management

NAME	POSITION	JOINED DART
Gary C. Thomas	President/Executive Director	1998
David Schulze	Chief of Staff to President/Executive Director	2004
Joseph G. Costello	Chief Financial Officer	2014
Nicole Fontayne-Bárdowell	Executive Vice President, Chief Administrative Officer	2014
Timothy H. McKay	Executive Vice President, Growth/ Regional Development	2001
Carol Wise	Executive Vice President, Chief Operations Officer	2012
Chris Koloc	Director of Internal Audit	2008
John Adler	Vice President, Procurement	2006
Tammy Barrow	Vice President, Chief People Officer, Interim	2008
Doug Douglas	Vice President, Mobility Management Services	1990
Edie Diaz	Vice President, Government Relations	2019
Gregory Elsborg	Vice President, Chief Innovation Officer	2019
Gene Gamez	General Counsel	2002
Nevin Grinnell	Vice President, Chief Marketing Officer	2011
Michael Holbrook	Vice President, Rail Operations	2008
Herold Humphrey	Vice President, Bus Operations	2017
Donna Johnson	Vice President, Chief Safety Officer	2004
Nancy Johnson	Director of the Office of Board Support	1999
Marcus Moore	Vice President, Diversity, Interim	1991
Bonnie Murphy	Vice President, Commuter Rail	2017
Todd Plesko	Vice President, Planning & Development	2009
John Rhone	Vice President, Capital Design & Construction	2002
Stephen Salin	Vice President, Capital Planning	2000
Julius Smith	Vice President, Chief Information Officer	2016
James Spiller	Vice President, DART Chief of Police and Emergency Management	2001
Robert W. Strauss	Vice President, Real Property and Transit Oriented Development	2016
Vacant	Vice President, Diversity	

Employees and Employee Relations

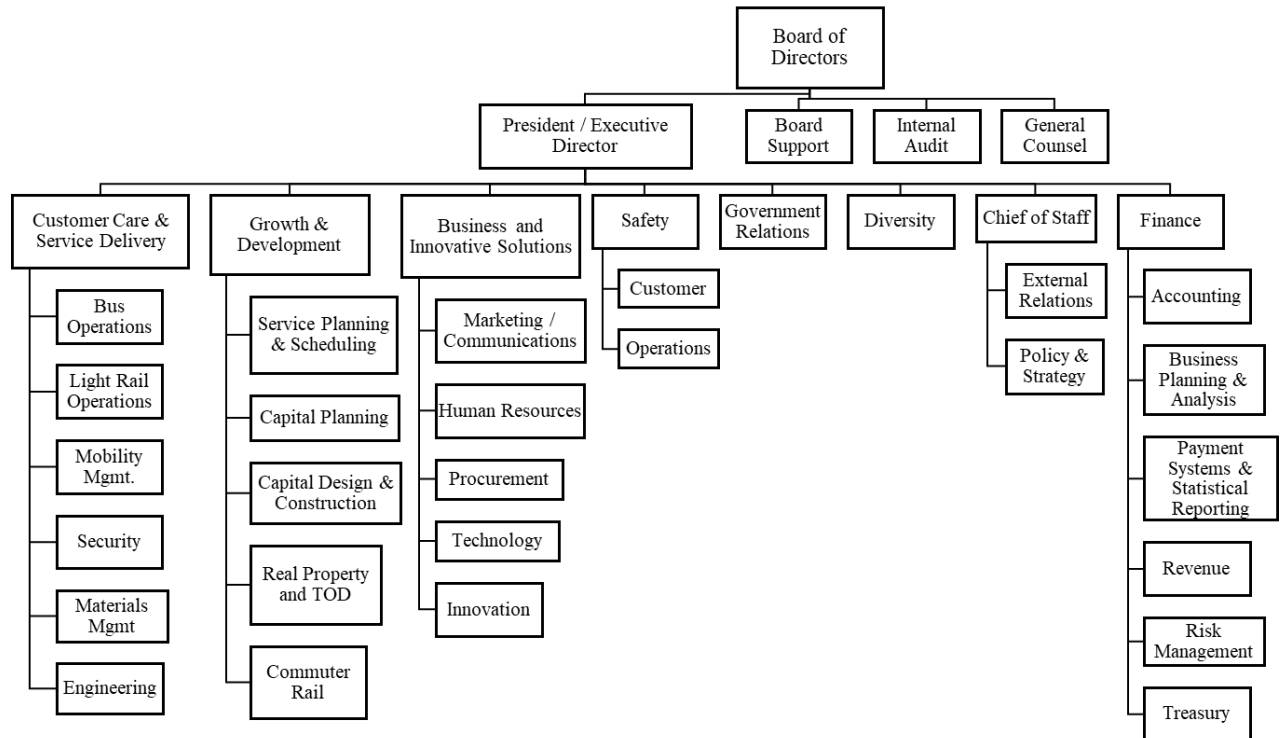
There are 3,972 salaried and hourly positions included in the FY 2019 Annual Budget.

The Amalgamated Transit Union, Local 1338, represents the majority of our operators, mechanics, and call center personnel. As a Texas governmental entity, we are not legally permitted to collectively bargain or sign labor contracts with these employee representatives. We do, however, meet and confer with these representatives on hourly employee issues, compensation, and benefits. DART is organized broadly along the following functional lines (“organizational units”; see Exhibit 4).

- ***Workforce Leadership and Development*** develops and provides effective leadership.
- ***Customer Care and Service Delivery*** is charged with providing effective, efficient, safe, secure transportation service.
- ***Growth and Development*** oversees the planning and development of the overall system.
- ***Business and Innovative Solutions*** looks to maximize Agency resources through innovative technology, dynamic marketing, effective procurement, and engaging talent management.
- ***DART Safety Office*** ensures a safe environment for customers, employees, and people on DART property and construction sites.
- ***External Relations*** serves as the voice of the agency. This includes media relations, social and digital media, and community relations, including transit education.
- ***Finance*** provides astute fiscal management.

Exhibit 4 illustrates the positions that report directly to the Board of Directors.

Exhibit 4
Dallas Area Rapid Transit
Functional Organization Chart



DART in the Industry

- DART is an established leader within the transit industry. Board members and staff continue to be involved in many significant ways in key transit industry associations. President/Executive Director Gary Thomas has served as the Chair of the American Public Transportation Association (APTA) and, along with other DART staff, continues to serve on APTA's Board of Directors. APTA is a nonprofit international association of more than 1,500 public and private organizations involved in transit. Mr. Thomas is also a past chair of RailVolution and the South West Transit Association.
- DART earned many industry awards during 2017-2018, including:
 - **American Marketing Association, Dallas/Fort Worth Chapter**
Marketer of the Year, Changing the Perception of Public Transportation
Marketer of the Year: Public Relations, Changing the Perception of Public Transportation
 - **Government Finance Officers Association**
Certificate of Achievement for Excellence in Financial Reporting (Comprehensive annual financial report)
Award for Distinguished Budget Presentation and Certificate of Achievement for Excellence in Financial Reporting
 - **Texas Comptroller Leadership Circle** – Silver Designation
National Purchasing Institute
Achievement of Excellence in Procurement Award
 - **South West Transit Association**
Award to End Human Trafficking
 - **Workforce Solutions Greater Dallas**
AEL Employer Partnership, Outstanding Accomplishments in the Workforce System, 2017

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Operating and Financial Performance

The Quarterly Operating and Financial Performance report provides the reader with DART's progress in meeting the Key Performance Indicators (KPIs) and goals as outlined in the Fiscal Year (FY) 2019 annual budget. This report is for the third quarter of FY 2019 ending June 30, 2019.

KPI Summary

- **Ridership:** Both Total Agency and Fixed Route Ridership have higher performance in comparison to targets.
- **Subsidy Per Passenger:** Revenues and expenses are lower than projected targeted amounts, resulting in lower Net Subsidy spread over more passengers. Both Total Agency and Fixed Route Subsidy Per Passenger are below (better than) target.
- **Fixed Route On-Time Performance:** Slight decline from the previous year and below (worse than) the stated goal.
- **Fixed Route Complaints Per 100,000 Passengers:** are less (better) than the stated goal.
- **Fixed Route Accidents Per 100,000 Miles:** Slight decrease from the previous year actuals and less (worse) than the stated goal.

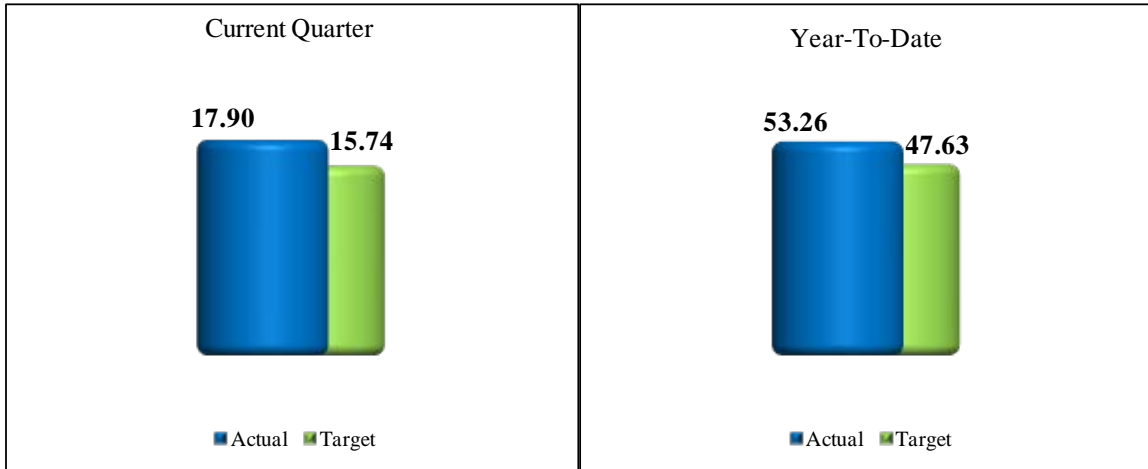
General Information

DART's fiscal year begins on October 1. The Quarterly Operating and Financial Performance report includes actual values for fiscal years 2016 through 2018 and a comparison of the FY 2019 target to Current Quarter and Year-to-date results for FY 2019. Beginning October 2018, DART reports Bus and Trinity Railway Express (TRE) Ridership based upon Automatic Passenger Counter (APC) data, which has resulted in higher ridership.

Ridership

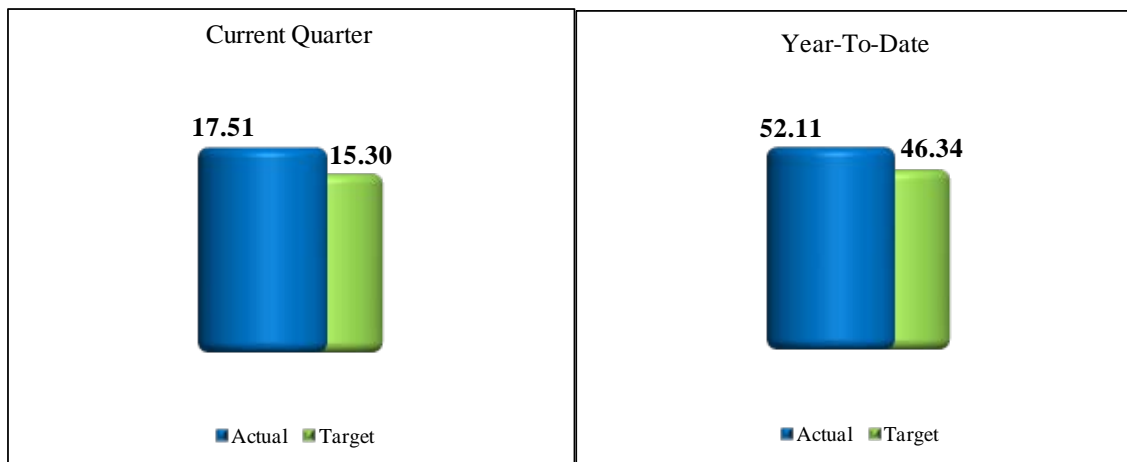
To increase ridership, DART has undertaken several initiatives to improve customer communications, customer service, and service delivery. Among these initiatives are the customer communications program, a Comprehensive Payments System, expansion of mobility on demand services, and the 5 Star Service Program. In FY 2019, DART will be adding 41 new vehicles to further enhance bus service.

Exhibit 1
Total Agency Ridership
(in Millions)



Total Agency Ridership: Year-to-date as of June 30, 2019 is 53.26 million, 5.63 million above (better than) the target of 47.63 million. Current quarter ended June 30, 2019 is 17.90 million, 2.16 million above (better than) the target of 15.74 million.

Exhibit 2
Fixed Route Ridership
(in Millions)



Fixed-Route Ridership: Year-to-date as of June 30, 2019 is 52.11 million, 5.77 million above the target of 46.34 million. Current quarter ended June 30, 2019 is 17.51 million, 2.21 million above (better than) the target of 15.30 million.

Exhibit 3 Agency Ridership Scorecard

FY16A	FY17A	FY18A	Indicators	FY 2019 Quarter 3						
				Current Quarter			Year To Date			
				Actuals	Target	Status	Actuals	Target	Status	
Ridership										
67.16	65.82	62.69	Total Agency(M) ^[1]	17.90	15.74	113.71%	53.26	47.63	111.82%	
65.55	64.35	61.33	Fixed-Route (M) ^[1]	17.51	15.30	114.47%	52.11	46.34	112.46%	
33.69	32.11	30.26	Bus (M) ^[2]	10.05	7.59	132.42%	29.12	23.01	126.54%	
29.81	30.14	29.03	LRT (M) ^[1]	6.97	7.20	96.78%	21.45	21.80	98.40%	
2.05	2.10	2.04	TRE (M) ^[2]	0.49	0.50	96.97%	1.54	1.52	101.15%	
810.33	795.72	771.01	Paratransit (000s)	230.10	219.71	104.72%	676.05	636.87	106.15%	
792.01	674.58	596.00	Vanpool (000s)	157.72	223.56	70.55%	473.59	658.42	71.93%	

^[1] FY16 Ridership has been restated to include Streetcar in LRT Ridership.

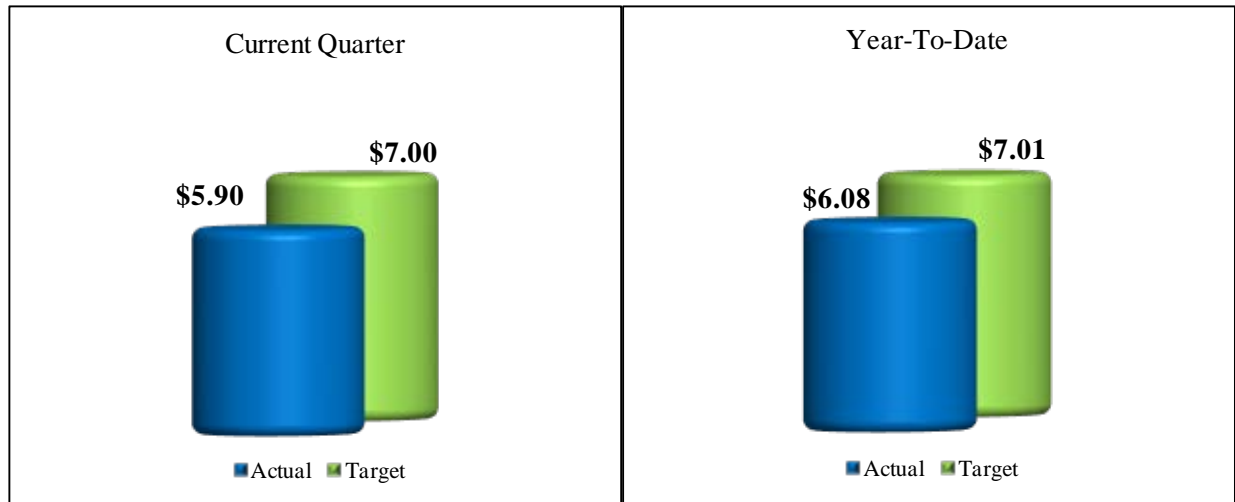
^[2] As of October 2018 ridership is based upon APC data.

Overall system ridership is trending above this year’s targets, due in part to Bus and TRE reporting Ridership based upon APC data. Discussion of Ridership is provided in each modal section.

Subsidy Per Passenger

Subsidy Per Passenger is an efficiency ratio which measures the tax subsidy required for each passenger boarding a mode or combination of modes. Management's goal is to reduce this ratio.

Exhibit 4 Total System Subsidy Per Passenger



Total System Subsidy Per Passenger: Year-to-date as of June 30, 2019 is \$6.08, \$0.93 below (better than) the target of \$7.01. Current quarter ended June 30, 2019 is \$5.90, \$1.10 below (better than) the target of \$7.00.

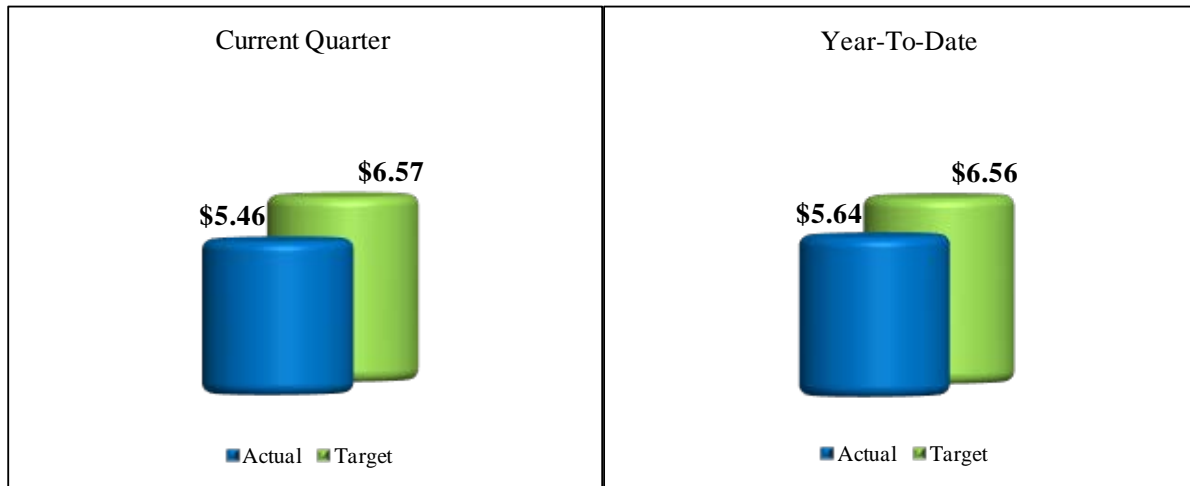
Exhibit 5 Total System Subsidy Per Passenger Calculation

	Modally Allocated						= Net Subsidy /	Ridership	= Subsidy Per Passenger
	Expenses ¹			Revenues ²					
	DART	Trinity Metro	Total	DART	Trinity Metro	Total			
Actual	\$381,278,428	\$2,916,314	\$384,194,742	\$59,028,807	\$1,594,491	\$60,623,297	\$323,571,444	53,261,634	\$6.08
Budget	\$399,160,246	\$3,064,536	\$402,224,783	\$66,277,500	\$2,272,568	\$68,550,068	\$333,674,715	47,631,955	\$7.01
Variance	(\$17,881,819)	(\$148,222)	(\$18,030,041)	(\$7,248,693)	(\$678,078)	(\$7,926,770)	(\$10,103,271)	5,629,679	(\$0.93)
% to Target	95.52%	95.16%	95.52%	89.06%	70.16%	88.44%	96.97%	111.82%	86.79%

^[1] Expenses (Budget and Actuals) as reported in the Quarterly Report will not match the financial statements due to the use of Operating Expenses only and the inclusion of Expenses from Trinity Metro to present a comprehensive Subsidy Per Passenger figure.

^[2] Revenues (Budget and Actuals) as reported in the Quarterly Report will not match the financial statements due to use of Operating Revenues only and the inclusion of Revenues from Trinity Metro to present a comprehensive Subsidy Per Passenger figure.

Exhibit 6 Fixed Route Subsidy Per Passenger



Fixed Route Subsidy Per Passenger: Year-to-date as of June 30, 2019 is \$5.64, \$0.92 below (better than) the target of \$6.56. Current quarter ended June 30, 2019 is \$5.46, \$1.11 below (better than) the target of \$6.57.

Exhibit 7 Fixed-Route Subsidy Per Passenger Calculation

	Modally Allocated						= Net Subsidy /	Ridership	= Subsidy Per Passenger
	Expenses ¹			Revenues ²					
	DART	Trinity Metro	Total	DART	Trinity Metro	Total			
Actual	\$348,864,184	\$2,916,314	\$351,780,498	\$56,153,579	\$1,594,491	\$57,748,070	\$294,032,429	52,111,997	\$5.64
Budget	\$366,295,678	\$3,064,536	\$369,360,214	\$63,129,893	\$2,272,568	\$65,402,461	\$303,957,753	46,336,659	\$6.56
Variance	(\$17,431,494)	(\$148,222)	(\$17,579,716)	(\$6,976,314)	(\$678,078)	(\$7,654,391)	(\$9,925,325)	5,775,338	(\$0.92)
% Variance	(4.76%)	(4.84%)	(4.76%)	(11.05%)	(29.84%)	(11.70%)	(3.27%)	12.46%	(14.02%)
% to Target	95.24%	95.16%	95.24%	88.95%	70.16%	88.30%	96.73%	112.46%	85.98%

^[1] Expenses (Budget and Actuals) as reported in the Quarterly Report will not match the financial statements due to the use of Operating Expenses only and the inclusion of Expenses from Trinity Metro to present a comprehensive Subsidy Per Passenger figure.

^[2] Revenues (Budget and Actuals) as reported in the Quarterly Report will not match the financial statements due to use of Operating Revenues only and the inclusion of Revenues from Trinity Metro to present a comprehensive Subsidy Per Passenger figure.

Further discussion of Subsidy Per Passenger will be provided in each modal section, as necessary.

Farebox Recovery Ratio

Farebox Recovery Ratio represents the proportion of operating cost that is generated by passenger fares. Year-to-date as of June 30, 2019 is 12.76%, 1.65% below (worse than) the target of 14.40%. Current quarter ended June 30, 2019 is 11.96%, 2.54% below (worse than) the target of 14.50%.

Exhibit 8 Fixed-Route Farebox Recovery Ratio Calculation

		Fixed Route Farebox Revenues	/	Modally Allocated Expenses	=	Recovery Ratio
Actual	\$	44,632,529		\$ 349,921,092		12.76%
Budget	\$	53,197,319		\$ 369,360,214		14.40%
Variance	\$	(8,564,790)		\$ (19,439,122)		(1.65%)
% to Target		83.90%		94.74%		88.56%

The primary factor contributing to the decrease in Fixed Route Farebox Recovery Ratio is revenues. While both Farebox Revenues and Modally Allocated Expenses are below target, \$8.56 million (16.10%) and \$19.44 million (5.26%) respectively, the greater percentage decline in Farebox Revenues lead to the decline in Farebox Recovery Ratio.

Administrative Ratio

Administrative Ratio measures administrative costs as a percentage of direct operating costs. It is management's objective to reduce this ratio. Administrative costs include (but are not limited to): executive management, finance, purchasing, legal, internal audit, human resources, marketing, board support, and administrative services. Administrative revenues include (but are not limited to) advertising revenue. Year-to-date as of June 30, 2019 is 8.78%, 0.87% below (better than) the target of 9.66%. Current quarter ended June 30, 2019 is 8.80%, 0.91% below (better than) the target of 9.71%.

Exhibit 9 Fixed-Route Administrative Ratio Calculation

		Administrative Costs	-	Advertising Revenues	/	Direct / Indirect Costs	+	Startup Cost	=	Administrative Ratio
Actual	\$	33,549,896		\$3,006,268		\$347,728,532		\$0.00		8.78%
Budget	\$	37,896,019		\$3,012,501		\$361,264,227		\$0.00		9.66%
Variance		(\$4,346,123)		(\$6,233)		(\$13,535,695)		\$0.00		(0.87%)
% Variance		(11.47%)		(0.21%)		(3.75%)		0.00%		(9.03%)
% to Target		88.53%		99.79%		96.25%		0.00%		90.97%

Modal Update Bus

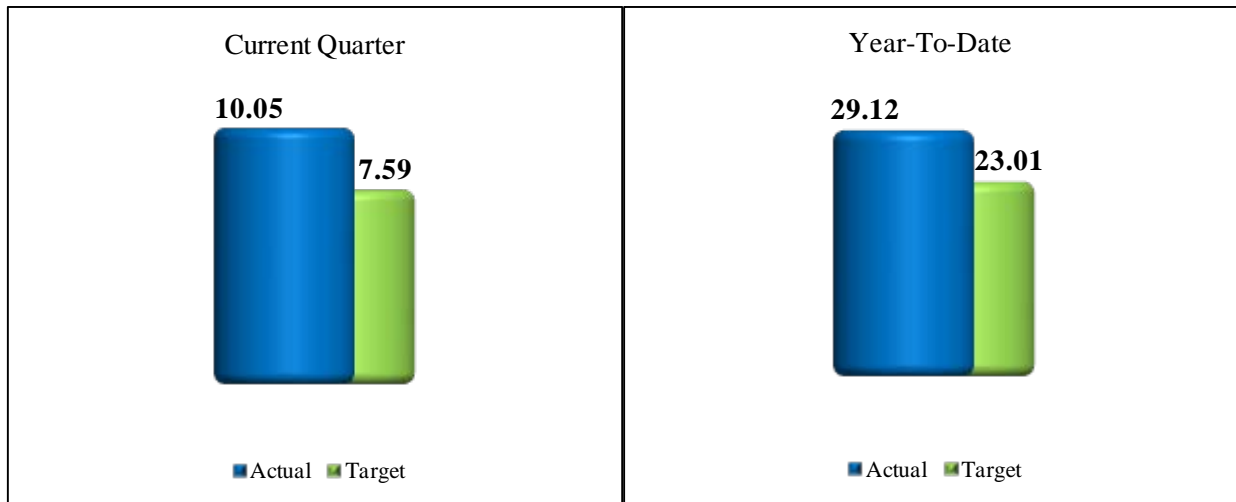
(52.3% of total system ridership for Year-To-Date Fiscal Year 2019)



Our bus system provides local, express, crosstown, GoLink Mobility as a Service (MaaS), flex, feeder bus routes, site-specific shuttles, and GoLink Mobility on Demand service. Express service connects the Dallas Central Business District to regionally located park-and-ride facilities that serve as focal points for commuters to make high speed trips. Crosstown routes traverse the service area facilitating intra- and inter-community travel

while linking a variety of activity centers. DART GoLink provides our customers personalized demand-responsive weekday neighborhood service within specifically defined areas. Flex Service, a variation of the GoLink approach, provides customers the advantages of a conventional fixed route plus the convenience of curbside service in eight Flex Service Areas. Feeder routes connect residential and employment centers to the light rail system and other bus routes at stations and Transit Centers accommodating transfer connections that expand travel opportunities. Site-specific shuttles are operated and funded with partner organizations that offer direct connections for their employees, students, or customers to the DART Rail network. GoLink MaaS provides service to thirteen zones in Plano, Dallas, and Rowlett.

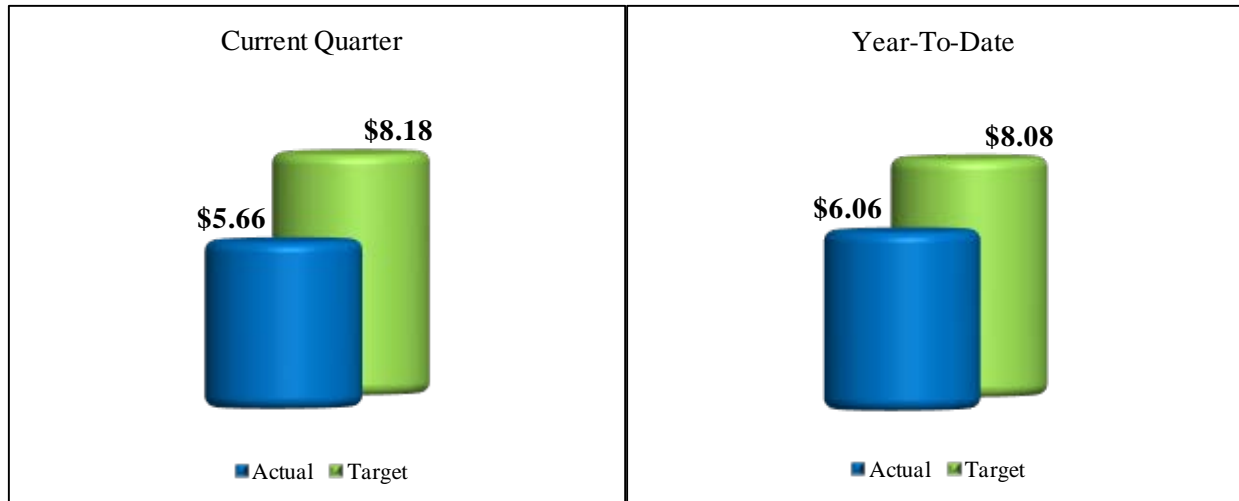
**Exhibit 10
Bus Ridership
(in Millions)**



Bus Ridership: Year-to-date as of June 30, 2019 is 29.12 million, 6.11 million above (better than) the target of 23.01 million. Current quarter ended June 30, 2019 is 10.05 million, 2.46 million above (better than) the target of 7.59 million. As of October 2018, Bus is reporting Ridership based on APC Data.

Bus ridership growth for FY 2019 is driven by the transition to APC counting. We are consistently seeing APC counts that are significantly higher than equivalent farebox counts. This growth will be a one-time effect for FY 2019; counts should stabilize for FY 2020, and any ridership changes will be driven by underlying metrics rather than counting methodology.

Bus Subsidy Per Passenger



Bus Subsidy Per Passenger: Year-to-date as of June 30, 2019 is \$6.06, \$2.02 below (better than) the target of \$8.08. Current quarter ended June 30, 2019 is \$5.66, \$2.52 below (better than) the target of \$8.18.

Exhibit 12

Bus Subsidy Per Passenger Calculation

	Modally Allocated		=	Net Subsidy	/	Ridership	=	Subsidy Per Passenger
	Expenses	- Revenues						
Actual	\$198,179,970	\$21,592,370		\$176,587,600		29,119,237		\$6.06
Budget	\$210,528,410	\$24,383,041		\$186,145,368		23,012,362		\$8.08
Variance	(\$12,348,439)	(\$2,790,671)		(\$9,557,768)		6,106,875		(\$2.02)
% to Target	94.13%	88.55%		94.87%		126.54%		75.05%

Bus Farebox Recovery Ratio: Year-to-date as of June 30, 2019 is 8.99%, 1.02% below (worse than) the target of 10.01%. Current quarter ended June 30, 2019 is 8.56%, 1.44% below (worse than) the target of 10.00%.

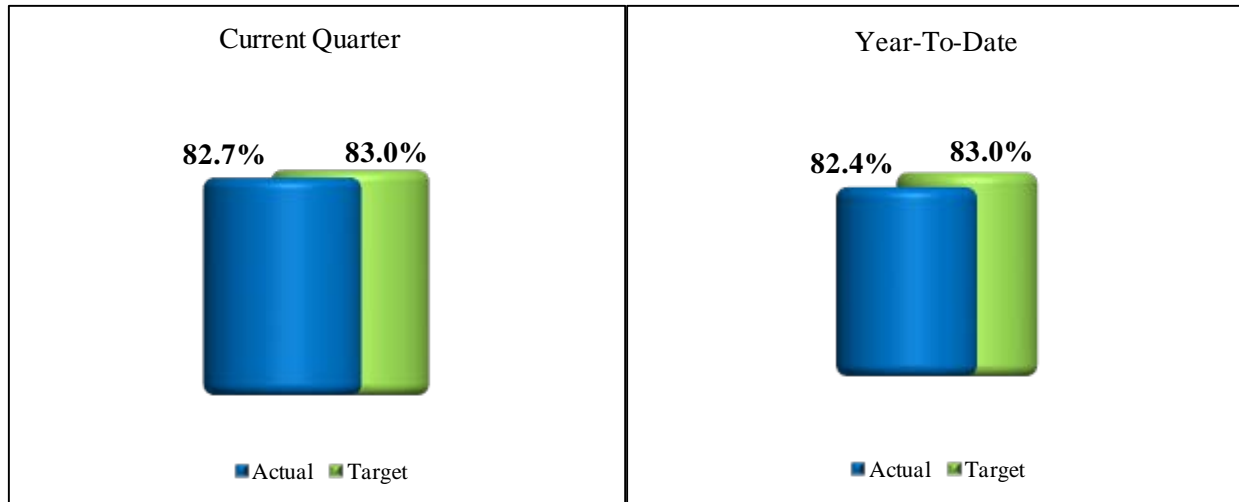
Exhibit 13

Bus Farebox Recovery Ratio Calculation

	Bus Farebox Revenues	/	Modally Allocated Expenses	=	Recovery Ratio
Actual	\$ 17,810,128		\$ 198,179,970		8.99%
Budget	\$ 21,073,831		\$ 210,528,410		10.01%
Variance	\$ (3,263,703)		\$ (12,348,439)		(1.02%)
% to Target	84.51%		94.13%		89.78%

The primary factor contributing to the decrease in Bus Farebox Recovery Ratio is revenues. While both Farebox Revenues and Modally Allocated Expenses are below target, \$3.3 million (15.49%) and \$12.3 million (5.87%) respectively, the greater percentage decline in Farebox Revenues lead to the decline in Farebox Recovery Ratio.

Exhibit 14
Bus On-Time Performance



Bus On-Time Performance: Year-to-date as of June 30, 2019 is 82.4%, 0.6% below (worse than) the target of 83.0%. Current quarter ended June 30, 2019 is 82.7%, 0.3% below (worse than) the target of 83.0%.

DART Bus Operations and Service Planning continue to work on strategies to improve bus on-time performance, and the third quarter numbers reflect some of these efforts. Schedule adjustments were implemented late in the second quarter for several DART routes aimed at improved on-time performance; the primary impact of these adjustments should have happened in the third quarter and have an effect on future periods as well. Additional more significant schedule adjustments are included in August service changes that will be implemented during the fourth quarter.

Bus Mean Distance Between Service Calls: Year-to-date as of June 30, 2019 is 6,267 miles, 5,953 miles below (worse than) the target of 12,220 miles. Current quarter ended June 30, 2019 is 4,538 miles, 7,682 miles below (worse than) the target of 12,220 miles.

Mean Distance Between Service Calls through the third quarter of FY 2019 by Fleet Type is:

- NABI & New Flyer – 8,750
- ARBOC – 4,610
- Proterra – 2,687

The ARBOC bus fleet continues to be the primary driver for the current level of performance. ARBOC bus reliability improvement efforts continue in collaboration with DART Engineering and the vehicle original equipment manufacturer. The groups are focusing on vehicle systems which have the greatest impact on customer service interruptions.

Modal Update Light Rail Transit (LRT)

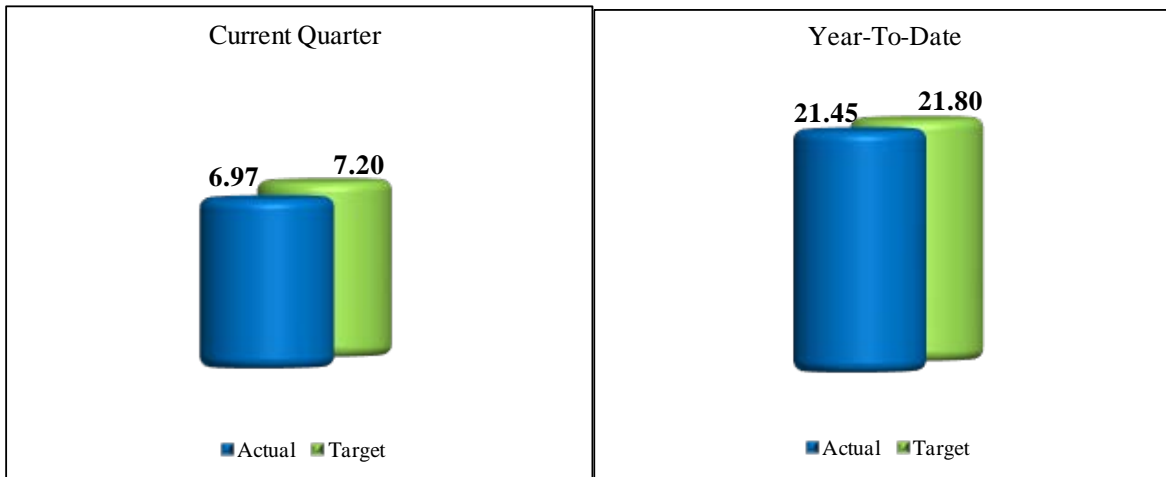
(42.7% of total system ridership for Year-To-Date Fiscal Year 2019)



Light Rail Transit is an electrically powered rail system that primarily operates at grade level. A 20-mile “Starter System” opened in phases from September 1996 through May 1997, with lines from South and West Oak Cliff through downtown Dallas, and along the North Central Expressway corridor to Park Lane in Dallas. In 2001-2002, DART’s light rail was extended to North Dallas, Garland, Richardson, and Plano. In 2009, the first phase of the Green Line opened southeast of

downtown Dallas with the remainder opening in 2010. DART also opened its first infill station, Lake Highlands Station, in December 2010 on the Blue Line. The first 5-mile segment of the Orange Line to Irving opened for service in July 2012. The second phase of the Orange Line and the Blue Line extension to Rowlett opened for service in December 2012. Rail service opened to the DFW International Airport in August 2014. The extension of the Blue Line to UNT-Dallas opened in October 2016. We currently operate a 93-mile light rail system.

**Exhibit 15
Light Rail Transit Ridership
(in Millions)**

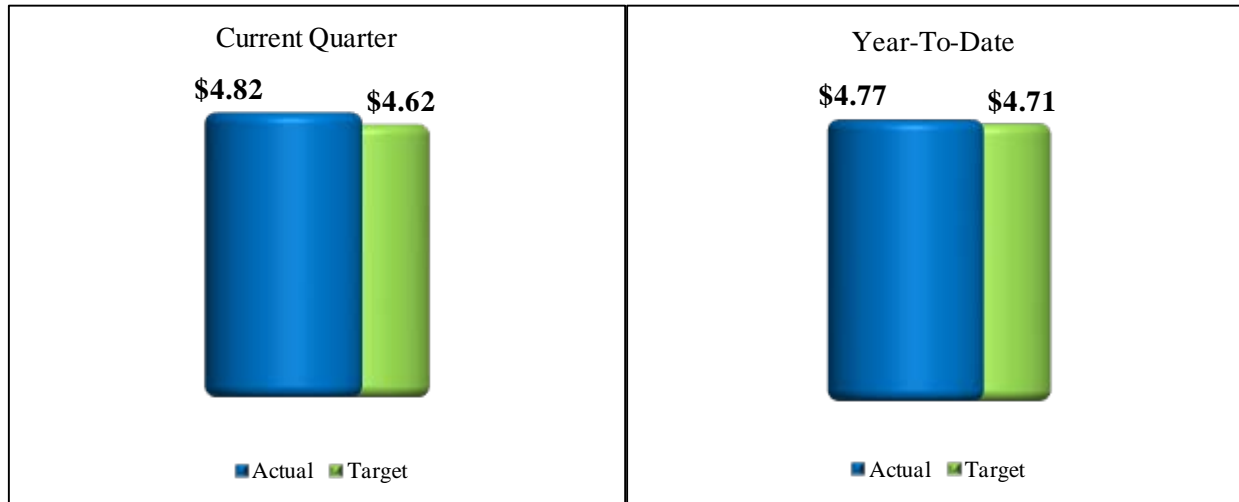


LRT Ridership: Year-to-date as of June 30, 2019 is 21.45 million, 0.35 million below (worse than) the target of 21.80 million. Current quarter ended June 30, 2019 is 6.97 million, 0.23 million below (worse than) the target of 7.20.

Service quality issues, including service interruptions and on-time performance issues have contributed to the decrease. Specific efforts have been launched to correct those issues and on-time performance is improving. It is expected that improved service quality will result in improving ridership levels.

Central Business District (CBD) Rail Replacement disruptions on weekends have also influenced rail ridership, as passengers traveling in and through the Dallas CBD have been required to use bus shuttles to make connections. This work should be completed during the Fourth Quarter, in time for the State Fair of Texas.

**Exhibit 16
Light Rail Subsidy Per Passenger**



LRT Subsidy Per Passenger: Year-to-date as of June 30, 2019 is \$4.77, \$0.06 above (worse than) the target of \$4.71. Current quarter ended June 30, 2019 is \$4.82, \$0.20 above (worse than) the target of \$4.62.

**Exhibit 17
Light Rail Subsidy Per Passenger Calculation**

	Modally Allocated		=	Net Subsidy	/	Ridership	=	Subsidy Per Passenger
	Expenses	- Revenues						
Actual	\$128,374,742	\$26,089,934		\$102,284,807		21,450,822		\$4.77
Budget	\$131,660,104	\$29,058,909		\$102,601,196		21,799,869		\$4.71
Variance	(\$3,285,363)	(\$2,968,974)		(\$316,389)		(349,047)		\$0.06
% to Target	97.50%	89.78%		99.69%		98.40%		101.31%

The primary factor contributing to the increase in Light Rail Subsidy Per Passenger is revenues. While both Revenues and Expenses are below target, \$2.96 million (10.22%) and \$3.29 million (2.50%) respectively, the greater percentage decline in Revenues lead to decreased Net Subsidy and in turn the increase in LRT Subsidy Per Passenger.

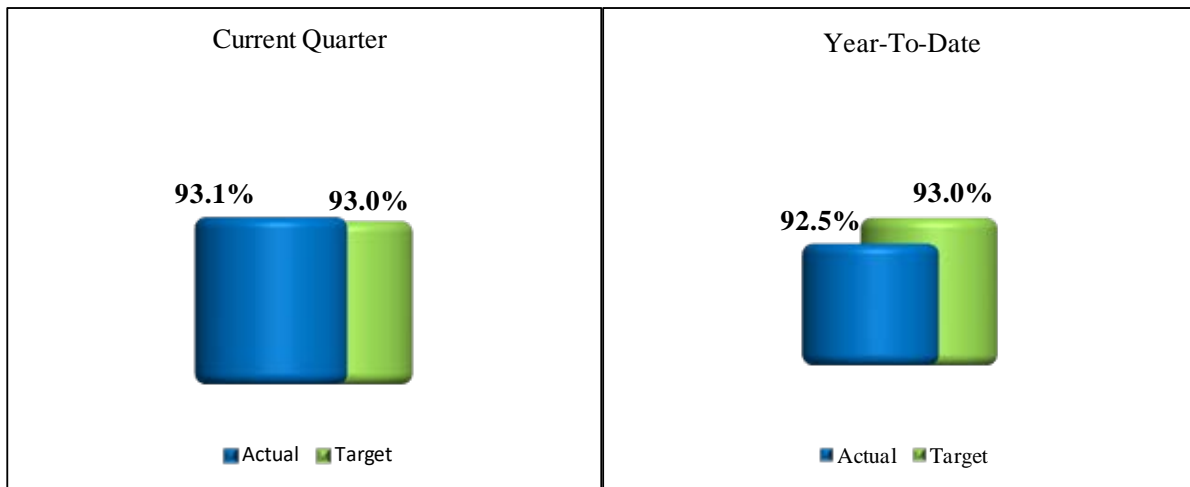
LRT Farebox Recovery Ratio: Year-to-date as of June 30, 2019 is 16.15%, 2.71% below (worse than) the target of 18.86%. Current quarter ended June 30, 2019 is 15.08%, 3.96% below (worse than) the target of 19.04%.

**Exhibit 18
Light Rail Farebox Recovery Ratio Calculation**

	LRT Farebox Revenues	/	Modally Allocated Expenses	=	Recovery Ratio
Actual	\$ 20,730,837		\$ 128,374,742		16.15%
Budget	\$ 24,529,759		\$ 130,037,043		18.86%
Variance	\$ (3,798,922)		\$ (1,662,301)		(2.71%)
% to Target	84.51%		98.72%		85.61%

The primary factor contributing to the decrease in LRT Farebox Recovery Ratio is revenues. While both Farebox Revenues and Modally Allocated Expenses are below target, \$3.79 million (15.49%) and \$1.66 million (1.28%) respectively, the greater percentage decline in Farebox Revenues lead to the decline in LRT Farebox Recovery Ratio.

**Exhibit 19
Light Rail On-Time Performance**



LRT On-Time Performance: Year-to-date as of June 30, 2019 is 92.5%, 0.5% below (worse than) the target of 93.0%. Current quarter ended June 30, 2019 is 93.1%, 0.1% above (better than) the target of 93.0%.

Rail Operations will continue to work on the following targeted strategies to improve Light Rail On-Time Performance (OTP):

- Rail Field Supervisors will prioritize and increase efficiency testing associated with on-time departures;
- Rail Operations has a new initiative of identifying hot spots on a weekly basis where trains are shown to be off the schedule time per the Vehicle Business System (VBS). The Field Supervisor will monitor to ensure schedule compliance. Rail Operators will be counseled and receive corrective action, if warranted;
- Regarding Light Rail, software modifications have been implemented for the VBS equipment in the cab that provide the Light Rail Operator with feedback on schedule

adherence, which should make this a more effective tool for operators in gauging their station departure times; and

- Monitoring process at end-of-line/junction approach stations utilizing camera and vehicle location technology to assure on-time departures will be reinstated.
- Rail Operations is developing pilot programs: a) efficiency testing utilizing onboard video equipment, starting with ‘audible’ procedure compliance. b) video-based ROW maintenance program, c) partnership with Southwest Methodist University (SMU) to develop rail training and operational efficiency tools.
- Rail Operations is developing Service Delivery and Operations Reliability Program for preemption, real-time monitoring and rapid response to alleviate service disruptions.

For FY 2019 Rail Operations has instituted a new initiative where top performers are recognized monthly. Hand in hand with this initiative is an increase in monitoring those who fall below OTP targets to address and mitigate issues which may contribute to a degradation in service.

LRT Mean Distance Between Service Calls: Year-to-date as of June 30, 2019 is 15,446 miles, 5,554 miles below (worse than) the target of 21,000 miles. Current quarter ended June 30, 2019 is 17,467 miles, 3,533 miles below (worse than) the target of 21,000 miles.

Reliability improvement efforts continue for LRT with primary focus being on those vehicle systems contributing the most to customer service disruptions. The major contributors to the below target Mean Distance Between Service Calls (MDBSC) are the pneumatic doors and propulsion system. Working collaboratively, both Fleet Engineering and the LRT Maintenance teams are continuing to modify LRV Door preventive maintenance procedures and capital funding has been requested to explore electric door operators on those Light Rail sub fleets which still operate pneumatic doors. The Agency is working with the air compressor original equipment manufacturer to improve reliability. Once modified air compressors are received, the defective parts will be replaced.

Rail Management reviewed each of the functional areas and identified areas needing critical improvements. Of particular focus is LRV Fleet and Shop Maintenance in terms of establishing baseline standards and evaluation of fleet to improve vehicle maintenance operating expenses, establish measurable vehicle maintenance process improvement plan, develop financial and operations plan in comparison with industry standards, with set timelines and benchmarks.

Specific areas of focus include: fleet health and performance KPIs, Vehicle Operating Procedures, Engineering Work Packages, shop performance KPIs, worker efficiency studies, key maintenance management and shop process, mechanical footprint and facility condition, material management, asset management, alignment of organization and individual behaviors to DART’s 5 Star core values, and Practicing, Leading, and Serving goals and objectives.

LRT Accidents Per 100,000 Miles Year-to-date as of June 30, 2019 is 0.9, 0.5 above (worse than) the target of 0.4. Current quarter ended June 30, 2019 is 1.3, 0.9 above (worse than) the target of 0.4.

Accidents are reviewed for trends and actions that can be identified for operational improvement. Any Rail employee who receives a preventable accident rating receives additional retraining and corrective action, in reference to the accident.

Modal Update Commuter Rail

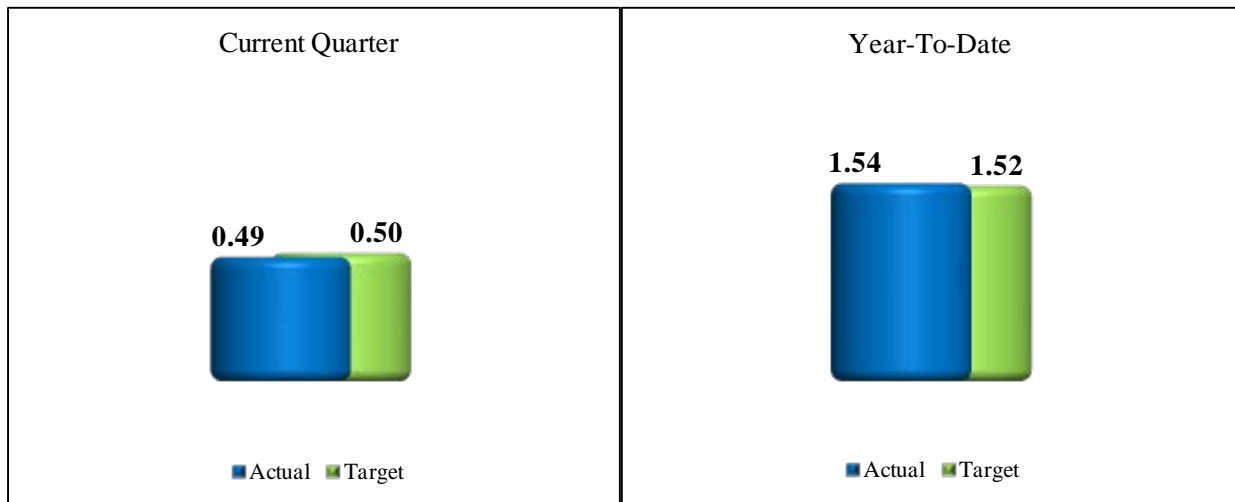
(2.8% of total system ridership for Year-To-Date Fiscal Year 2019)



Our commuter rail system, referred to as the Trinity Railway Express (the “TRE”), provides diesel-powered passenger railroad services on the TRE Corridor between Dallas and Fort Worth, in mixed traffic with freight railroad operations. The 34-mile corridor is jointly owned by DART and Trinity Metro. TRE service is provided pursuant to an interlocal agreement between DART and Trinity Metro. This agreement was originally entered into in 1994 and was reinstated and adopted by both Boards in 2003. Pursuant to Trackage

Rights Agreements, Burlington Northern Santa Fe, Dallas Garland and Northeastern, and Union Pacific railroads pay a fee for the right to operate freight services on the TRE corridor. TRE, through its contractor, Herzog Transit Services, Inc., provides dispatching, maintains the corridor, operates the service, and maintains the rolling stock.

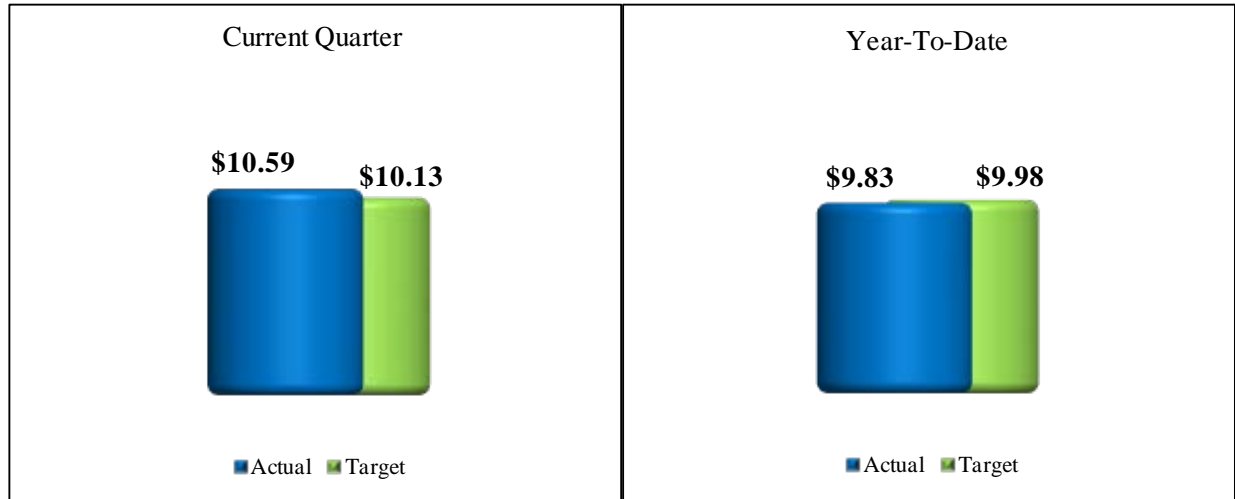
**Exhibit 20
Commuter Rail Ridership
(in Millions)**



Commuter Rail Ridership: Year-to-date as of June 30, 2019 is 1.54 million, 0.02 million above (better than) the target of 1.52 million. Current quarter ended June 30, 2019 is 0.49 million, 0.01 million below (worse than) the target of 0.50. As of October 2018, Commuter Rail is reporting Ridership based on Automatic Passenger Counters (APC) Data.

APC counting has driven much of the slight increases shown for TRE this year. APC counts on TRE are typically running just under 10% higher than counts using the previous methodology. As is the case for bus, this is a one-time impact for FY 2019 that will not carry over to FY 2020.

**Exhibit 21
Commuter Rail Subsidy Per Passenger**



Commuter Rail Subsidy Per Passenger: Year-to-date as of June 30, 2019 is \$9.83, \$0.15 below (better than) the target of \$9.98. Current quarter ended June 30, 2019 is \$10.59, \$0.46 above (worse than) the target of \$10.13.

**Exhibit 22
Commuter Rail Subsidy Per Passenger Calculation**

	Modally Allocated						Net Subsidy	Ridership	Subsidy Per Passenger
	Expenses ¹			Revenues ²					
	DART	Trinity Metro	Total	DART	Trinity Metro	Total			
Actual	\$22,309,472	\$2,916,314	\$25,225,786	\$8,471,275	\$1,594,491	\$10,065,765	\$15,160,021	1,541,938	\$9.83
Budget	\$24,107,164	\$3,064,536	\$27,171,700	\$9,687,943	\$2,272,568	\$11,960,511	\$15,211,189	1,524,429	\$9.98
Variance	(\$1,797,692)	(\$148,222)	(\$1,945,914)	(\$1,216,669)	(\$678,078)	(\$1,894,746)	(\$51,168)	17,509	(\$0.15)
% to Target	92.54%	95.16%	92.84%	87.44%	70.16%	84.16%	99.66%	101.15%	98.51%

^[1] Expenses (Budget and Actuals) as reported in the Quarterly Report will not match the financial statements due to the use of Operating Expenses only and the inclusion of Expenses from Trinity Metro to present a comprehensive Subsidy Per Passenger figure.

^[2] Revenues (Budget and Actuals) as reported in the Quarterly Report will not match the financial statements due to use of Operating Revenues only and the inclusion of Revenues from Trinity Metro to present a comprehensive Subsidy Per Passenger figure.

The primary factor contributing to the decrease in Commuter Rail Subsidy Per Passenger is ridership. Revenues and expenses are below target, \$1.9 million (15.84%) and \$1.9 million (7.16%) respectively, resulting in lower net subsidy, \$0.05 million (0.34%). Lower net subsidy spread across more passengers, 17,509 (1.15%), resulted in lower Net Subsidy Per Passenger.

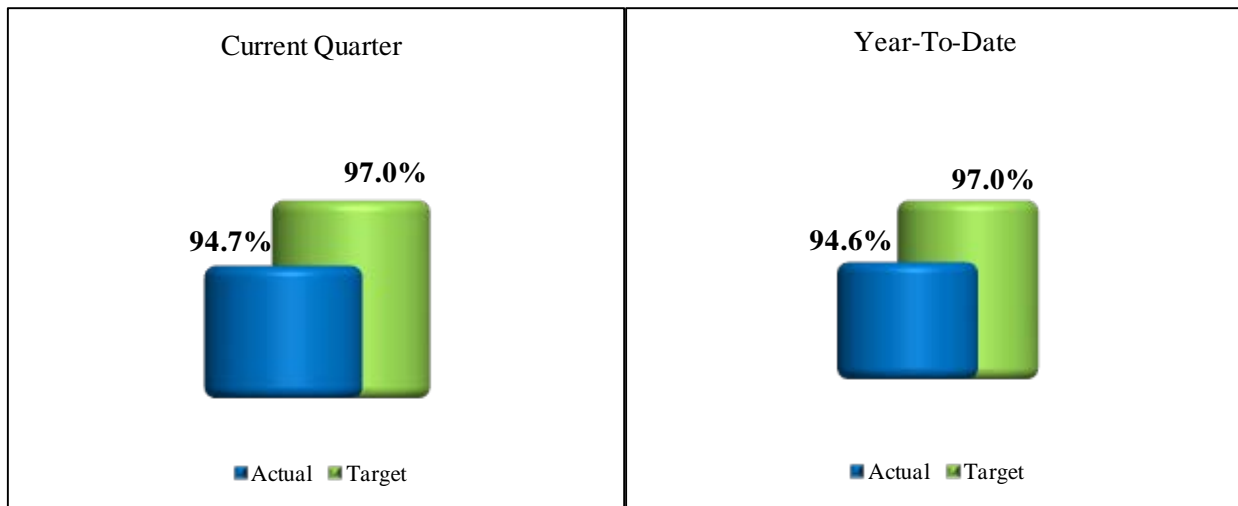
Commuter Rail Farebox Recovery Ratio: Year-to-date as of June 30, 2019 is 24.15%, 3.80% below (worse than) the target of 27.95%. Current quarter ended June 30, 2019 is 22.26%, 5.60% below (worse than) the target of 27.86%.

**Exhibit 23
Commuter Rail Farebox Recovery Ratio Calculation**

	TRE Farebox Revenues	/	Modally Allocated Expenses	=	Recovery Ratio
Actual	\$ 6,091,564		\$ 25,225,786		24.15%
Budget	\$ 7,593,729		\$ 27,171,700		27.95%
Variance	\$ (1,502,165)		\$ (1,945,914)		(3.80%)
% to Target	80.22%		92.84%		86.41%

The primary factor contributing to the decrease in Commuter Rail Farebox Recovery Ratio is revenues. While both Farebox Revenues and Modally Allocated Expenses are below target, \$1.50 million (19.78%) and \$1.95 million (7.16%) respectively, the greater percentage decline in Farebox Revenues lead to the decline in Commuter Rail Farebox Recovery Ratio.

**Exhibit 24
Commuter Rail On-Time Performance**



Commuter Rail On-Time Performance: Year-to-date as of June 30, 2019 is 94.6%, 2.4% below (worse than) the target of 97.0%. Current quarter ended June 30, 2019 is 94.7%, 2.3% below (worse than) the target of 97.0%.

On-time performance for TRE has been affected by several issues this year; the reduction in the available equipment due to accidents in the fourth quarter of FY 2018 and the first quarter of FY 2019, mechanical issues on the remaining equipment, additional maintenance on locomotives, various large construction projects along the corridor resulting in slower train speeds, bus bridges required to support of TEXRail construction during the first quarter of FY 2019, and a change in the switch and track configuration at 6th street and Eli (new control point for TEXRail) related to TEXRail construction that altered train meets, thus delaying TRE trains. The addition of TEXRail trains between T&P and Fort Worth Central station added to train congestion in the west and caused delays to TRE trains. On-time performance should improve in the fourth quarter of FY 2019 due to the expected return of one of the two locomotives out for accident repair.

Commuter Rail Complaints Per 100,000 Passengers: Year-to-date as of June 30, 2019 is 5.6, 0.10 above (worse than) the target of 5.50. Current quarter ended June 30, 2019 is 5.7, 0.2 above (worse than) the target of 5.50.

Customer Complaints have increased due to the same issues that affected on-time performance; the reduction in available equipment due to mechanical issues, slower track speeds at grade crossings due to accidents involving motor vehicles during the first quarter, slower train speeds resulting from construction projects along the corridor, as well as delays due to the change in train meets. The delays caused by the change in train meets had a ripple effect on the overall train schedule which caused many morning commuters traveling to Dallas to be late. 41% of the 34 TRE complaints handled by DART are related to late trains. Along with the increase in temperature there has been an increase in air conditioning related complaints, which were 8% of complaints. Safety issues were also a concern, at 5% of complaints for the quarter.



Modal Update Paratransit

(1.3% of total system ridership for Year-To-Date Fiscal Year 2019)



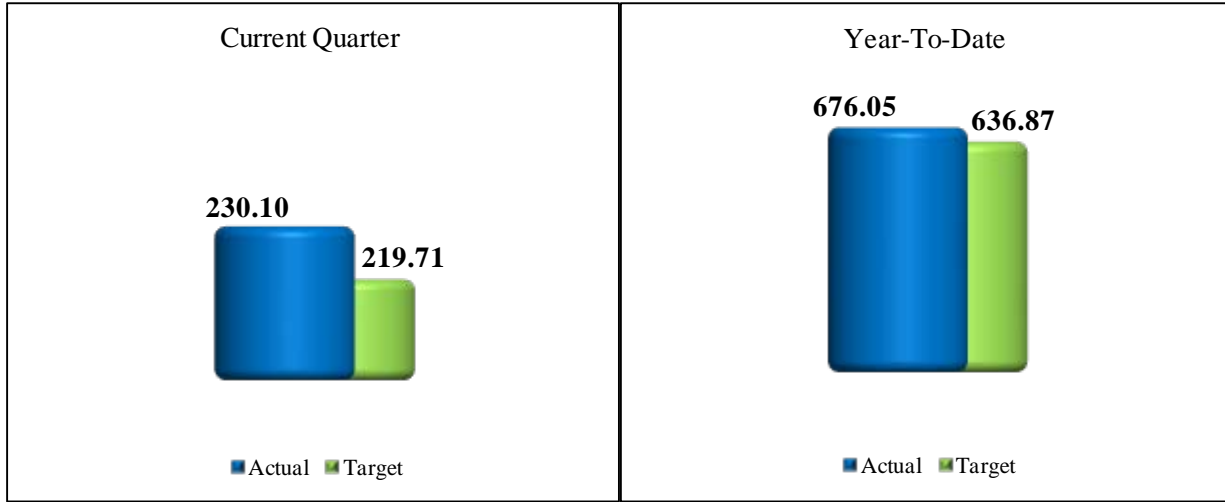
DART is responsible for providing complementary paratransit service in accordance with the Americans with Disabilities Act of 1990 (the “ADA”). In Fiscal Year 2013, we transitioned to a new service delivery model and a new contractor, MV Transportation, Inc. (MV), for providing paratransit service. MV provides, operates, and maintains a fleet of 80 Starcraft vehicles in dedicated service. MV also oversees and manages a fleet of 116 Dodge Entervans outfitted by Braun, which are taxi vehicles provided and operated by Irving Holdings.

Mobility Management Services (MMS) continues to work at improving the service received by our customers while striving to provide the most cost-efficient service for the agency and to be good stewards of public funds. The department is focused on providing the highest freedom of mobility to each one of our customers. The department offers several options for customers to learn what options are available to them and to assist them in learning to use each of these options. The Mobility Ambassador Program offers free training to any DART customer, regardless of mobility status, in order to promote additional fixed-route ridership in the system. In the second quarter of FY 2019, the Mobility Ambassadors provided training to 162 individuals.

The department’s current contract for Paratransit service will expire at the end of September 2019. MMS released a Request for Proposal (RFP) in September 2018 and was authorized by the DART Board in January 2019 to award a new contract to MV Transportation for a base period of three years and three months. Part of this contract will include bringing a new software solution, Routematch, to help streamline the scheduling of trips. The new contract enables DART to provide Paratransit, Microtransit, and Rider Assistance Program rides all under one technology solution, with the intent of using the software to determine the most appropriate trip for the customer while taking into account each individual customer’s mobility needs.

A pilot program with a Transportation Network Company (TNC) (e.g., Uber, Lyft, etc.) began in mid-2017 and is providing valuable information and feedback that will be used as part of the forthcoming contract. During the third quarter of FY 2019, 16,947 trips were provided as part of the Lyft pilot. Trips with TNC providers will be a part of the forthcoming MMS Contract, with Lyft being one of the providers at startup.

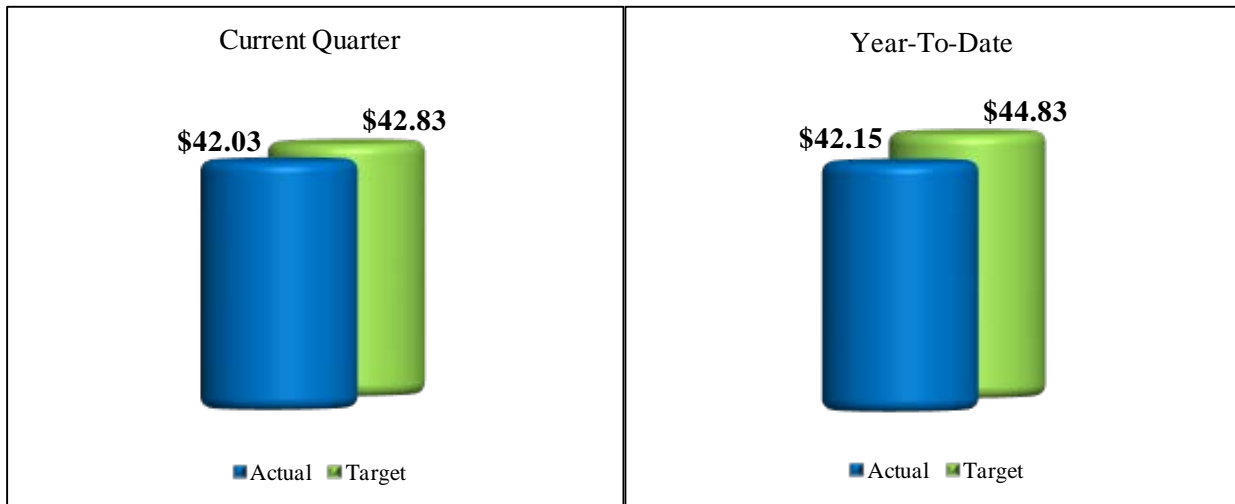
**Exhibit 25
Paratransit Ridership
(in Thousands)**



Paratransit Ridership: Year-to-date as of June 30, 2019 is 676,045, 39,171 above (better than) the target of 636,874. Current quarter ended June 30, 2019 is 230,095, 10,381 above (better than) the target of 219,714.

Long term trends indicate that ridership on Paratransit ridership will increase as the overall population ages. Ridership is higher than actual trip counts due to including the count of Personal Care Assistants (PCAs), guests, and children. Paratransit certified customers are also given the ability to ride fixed route service for free to encourage transitioning some trips to fixed route when the customer can do so versus a trip on Paratransit vehicles.

**Exhibit 26
Paratransit Subsidy Per Passenger**



Paratransit Subsidy Per Passenger: Year-to-date as of June 30, 2019 is \$42.15, \$2.68 below (better than) the target of \$44.83. Current quarter ended June 30, 2019 is \$42.03, \$0.80 below (better than) the target of \$42.83.

Exhibit 27
Paratransit Subsidy Per Passenger Calculation

	Modally Allocated		=	Net Subsidy	/	Ridership	=	Subsidy Per Passenger
	Expenses	- Revenues						
Actual	\$30,198,618	\$1,702,338		\$28,496,280		676,045		\$42.15
Budget	\$30,307,181	\$1,754,550		\$28,552,631		636,874		\$44.83
Variance	(\$108,563)	(\$52,212)		(\$56,350)		39,171		(\$2.68)
% to Target	99.64%	97.02%		99.80%		106.15%		94.02%

The primary factor contributing to the decrease in Paratransit Subsidy Per Passenger is ridership. Revenues and expenses are below target, \$0.05 million (2.98%) and \$0.11 million (0.36%) respectively, resulting in lower net subsidy, \$0.06 million (0.20%). Lower net subsidy spread across more passengers, 39,171 (6.15%), resulted in lower Net Subsidy Per Passenger.

Paratransit Complaints Per 1,000 Trips: Year-to-date as of June 30, 2019 is 3.26, 0.26 above (worse than) the target of 3.00. Current quarter ended June 30, 2019 is 3.37, 0.37 above (worse than) the target of 3.00.

This KPI will not match Paratransit's reporting as this report utilizes all complaints, and Paratransit utilizes a subset specific to the MV Contract for contract performance reporting. Complaints have trended downward since the current contract startup and Mobility Management Services is committed to continually improving service levels to maximize customer satisfaction.

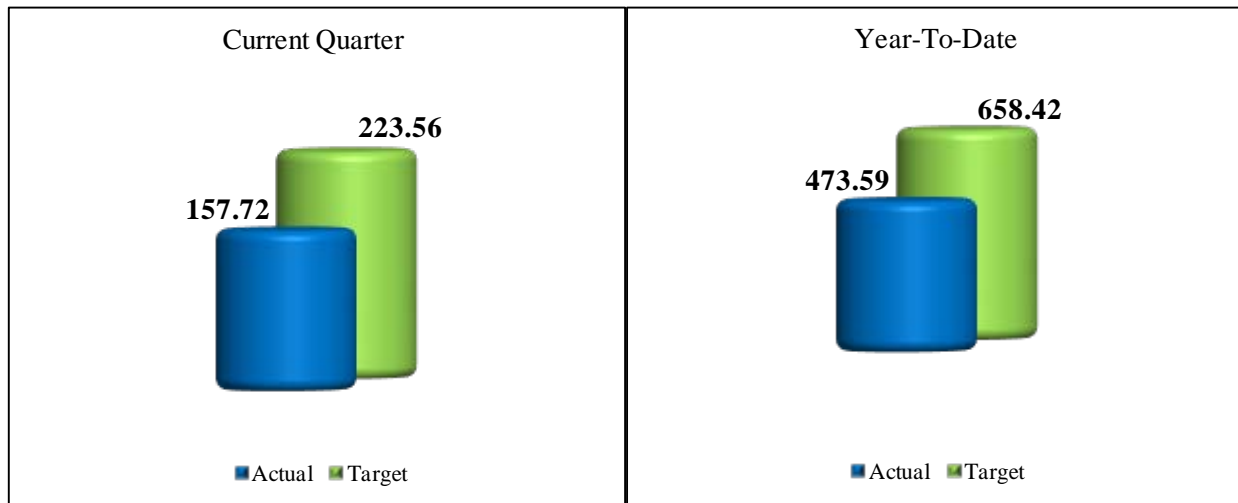
Modal Update Vanpool

(0.9% of total system ridership for Year-To-Date Fiscal Year 2019)



DART collaborates with area employers to develop strategies for reducing employee vehicle trips through such programs as carpools, vanpools, and flexible work schedules. We provide funding for up to 250 vans for our vanpool program, which is operated through a third-party contractor. We also assist customers in forming vanpools. Prospective vanpoolers can call in and provide us with information for our Rideshare database while we work to link-up customers with common trip origins and destinations.

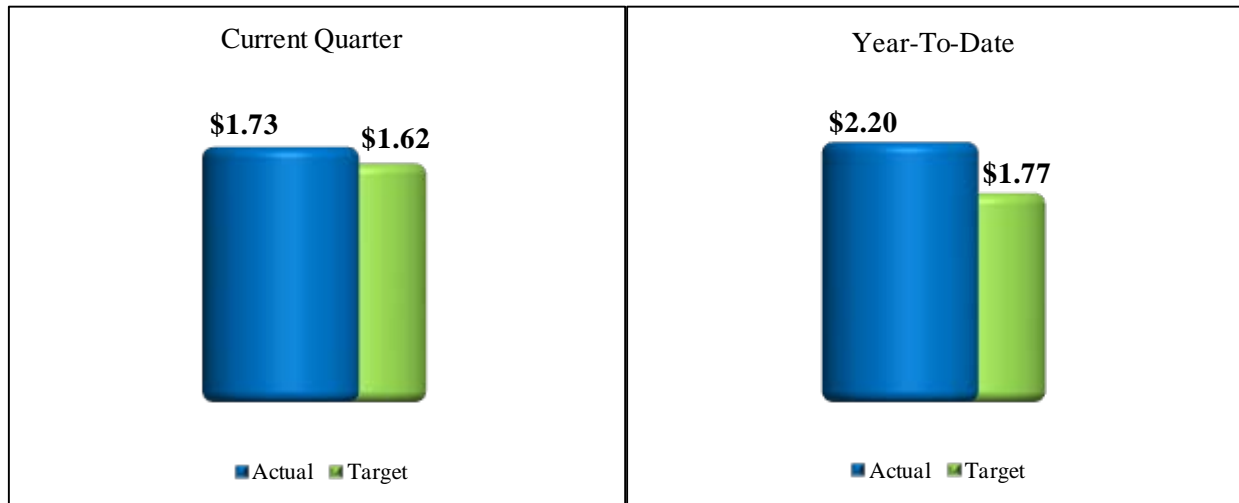
**Exhibit 28
Vanpool Ridership
(in Thousands)**



Vanpool Ridership: Year-to-date as of June 30, 2019 is 473,592, 184,830 below (worse than) the target of 658,422. Current quarter ended June 30, 2019 is 157,720, 65,836 below (worse than) the target of 223,556.

Although fuel prices remain below \$3.00 per gallon, which is considered a main motivational driver behind the vanpool program, Vanpool experiencing slight quarter-over-quarter ridership growth. A combination of recruitment of federal employees who are receiving transit subsidies and a slight increase in fuel prices has stimulated ridership activity.

**Exhibit 29
Vanpool Subsidy Per Passenger**



Vanpool Subsidy Per Passenger: Year-to-date as of June 30, 2019 is \$2.20, \$0.43 above (worse than) the target of \$1.77. Current quarter ended June 30, 2019 is \$1.73, \$0.11 above (worse than) the target of \$1.62.

**Exhibit 30
Vanpool Subsidy Per Passenger Calculation**

	Modally Allocated		=	Net Subsidy	/	Ridership	=	Subsidy Per Passenger
	Expenses	- Revenues						
Actual	\$2,215,625	\$1,172,890		\$1,042,735		473,592		\$2.20
Budget	\$2,557,388	\$1,393,057		\$1,164,331		658,422		\$1.77
Variance	(\$341,763)	(\$220,167)		(\$121,596)		(184,830)		\$0.43
% to Target	86.64%	84.20%		89.56%		71.93%		124.51%

With expenses and revenues below target, \$341,763 (13.36%) and \$220,167 (15.80%) respectively; net subsidy declined by \$121,596 (10.44%). Lower net subsidy combined with a decline in ridership, 184,830 (28.07%), resulted in higher subsidy per passenger.

Exhibit 31 DART Scorecard of Key Performance Indicators

FY16A	FY17A	FY18A	Indicators	FY 2019 Quarter 3					
				Current Quarter			Year To Date		
				Actuals	Target	Status	Actuals	Target	Status
Ridership Performance									
67.16	65.82	62.69	Total Agency Ridership (M) ^[1]	17.90	15.74	113.71%	53.26	47.63	111.82%
65.55	64.35	61.33	Fixed-Route Ridership (M) ^[1]	17.51	15.30	114.47%	52.11	46.34	112.46%
33.69	32.11	30.26	Ridership - Bus (M)	10.05	7.59	132.42%	29.12	23.01	126.54%
29.81	30.14	29.03	Ridership - LRT (M) ^[1]	6.97	7.20	96.78%	21.45	21.80	98.40%
2.05	2.10	2.04	Ridership - TRE (M)	0.49	0.50	96.97%	1.54	1.52	101.15%
810.33	795.72	771.01	Ridership - Paratransit (000s)	230.10	219.71	104.72%	676.05	636.87	106.15%
792.01	674.58	596.00	Ridership - Vanpool (000s)	157.72	223.56	70.55%	473.59	658.42	71.93%
Efficiency Measures									
\$5.90	\$6.36	\$6.94	Subsidy Per Passenger - Total System ^[1]	\$5.90	\$7.00	84.26%	\$6.08	\$7.01	86.72%
\$5.53	\$5.98	\$6.52	Subsidy Per Passenger - Fixed-Route ^[1]	\$5.46	\$6.57	83.19%	\$5.64	\$6.56	86.01%
\$6.19	\$6.90	\$7.50	Subsidy Per Passenger - Bus	\$5.66	\$8.18	69.19%	\$6.06	\$8.08	75.05%
\$4.54	\$4.68	\$5.13	Subsidy Per Passenger - LRT ^[1]	\$4.82	\$4.62	104.40%	\$4.77	\$4.71	101.31%
\$9.00	\$10.63	\$11.73	Subsidy Per Passenger - TRE	\$10.59	\$10.13	104.49%	\$9.83	\$9.98	98.53%
\$41.15	\$41.47	\$44.97	Subsidy Per Passenger - Paratransit	\$42.03	\$42.83	98.13%	\$42.15	\$44.83	94.02%
\$0.36	\$0.54	\$0.61	Subsidy Per Passenger - Vanpool	\$1.73	\$1.62	106.86%	\$2.20	\$1.77	124.51%
15.25%	13.27%	13.12%	Farebox Recovery Ratio - Fixed-Route	11.96%	14.50%	82.45%	12.76%	14.40%	88.56%
12.26%	12.12%	11.59%	Farebox Recovery Ratio - Bus	8.56%	10.00%	85.62%	8.99%	10.01%	89.78%
16.60%	16.17%	15.09%	Farebox Recovery Ratio - LRT	15.08%	19.04%	79.19%	16.15%	18.86%	85.61%
27.63%	14.01%	14.86%	Farebox Recovery Ratio - TRE	22.26%	27.86%	79.90%	24.15%	27.95%	86.41%
9.52%	9.17%	10.19%	Administrative Ratio	8.80%	9.71%	90.60%	8.78%	9.66%	90.97%
Service Quality									
89.91%	90.35%	90.73%	On-Time Performance - Fixed Route	90.17%	91.00%	99.08%	89.83%	91.00%	98.71%
79.21%	80.39%	82.52%	On-Time Performance - Bus	82.73%	83.00%	99.68%	82.43%	83.00%	99.31%
92.53%	92.12%	92.28%	On-Time Performance - LRT	93.08%	93.00%	100.08%	92.47%	93.00%	99.43%
97.89%	98.55%	97.39%	On-Time Performance - TRE	94.69%	97.00%	97.62%	94.58%	97.00%	97.50%
10,325	9,898	9,696	Mean Distance Between Service Calls - Bus	4,538	12,220	37.14%	6,267	12,220	51.29%
30,011	19,836	20,776	Mean Distance Between Service Calls - LRT	17,467	21,000	83.18%	15,446	21,000	73.55%
Customer Satisfaction									
41.27	34.12	34.62	Complaints Per 100,000 Passengers - Fixed-Route	29.98	37.71	79.51%	27.38	37.71	72.61%
57.10	52.46	54.00	Complaints Per 100,000 Passengers - Bus	42.52	57.00	74.60%	39.75	57.00	69.73%
22.38	16.65	16.59	Complaints Per 100,000 Passengers - LRT	13.60	19.50	69.73%	12.15	19.50	62.33%
5.16	4.43	3.68	Complaints Per 100,000 Passengers - TRE	5.74	5.50	104.37%	5.64	5.50	102.59%
4.14	3.90	3.38	Complaints Per 1,000 Trips - Paratransit ^[2]	3.37	3.00	112.29%	3.26	3.00	108.58%
Safety									
1.95	1.92	1.89	Accidents Per 100,000 Miles - Fixed-Route	2.25	1.97	113.81%	1.91	1.97	96.68%
2.51	2.26	2.23	Accidents Per 100,000 Miles - Bus	2.57	2.30	111.59%	2.21	2.30	95.95%
0.45	0.52	0.82	Accidents Per 100,000 Train Miles - LRT ^[3]	1.25	0.35	357.49%	0.91	0.35	260.35%
0.37	0.66	0.09	Accidents Per 100,000 Miles - TRE	0.36	1.00	35.97%	0.41	1.00	41.24%

[1] FY17 Budget restated to include Streetcar Ridership in the LRT; therefore, will not tie to previous reports.

[2] This KPI will not match the KPI as reported by Paratransit as the Quarterly Report utilizes all Complaints as reported to Customer Service and Paratransit utilizes a subset specific to the MV Contract for contract performance reporting.

[3] This KPI was previously reported as Car Miles and was revised based on DART Safety Committee decision to report compared to Train Revenue Miles.

Capital and Non-Operating Budget Summary

Exhibit 32 provides a summary of the capital and non-operating expenditures for the third quarter of FY 2019.

Exhibit 32

Capital and Non-Operating Costs Actuals vs. Budget/Projections (In Thousands)						
Mode	FY19 YTD Actuals	FY19 YTD Budget	YTD \$ Variance	Projected Year-End	FY19 Total Budget	Projected Variance
Agency-Wide	\$11,542	\$15,725	\$4,183	\$21,113	\$25,876	\$4,763
Bus	15,230	15,144	(86)	32,288	36,531	4,243
Light Rail Transit	32,780	35,844	3,064	44,629	45,507	878
Streetcar	0	1,581	1,581	652	5,366	4,714
Commuter Rail/RR Management	62,556	67,618	5,062	97,955	141,874	43,919
Paratransit	52	205	153	309	297	(12)
P&D/Startup/Non-Ops	18,985	18,276	(709)	24,448	24,058	(390)
Road Improvements/ITS	5,097	5,055	(42)	7,191	12,011	4,820
Total Capital	\$146,242	\$159,448	\$13,205	\$228,586	\$291,520	\$62,935

Actuals remain below the projection due primarily to ramp-up on the Cotton Belt (Silver Line) project occurring slower than planned. Later this year and early next year the pace of expenditures will increase rapidly. Similarly, work on the Red and Blue Line Platform Extensions project is accelerating and may lead to expenditures occurring sooner than anticipated.

APPENDIX

Dallas Area Rapid Transit
Operating Revenues and Expense Summary
For the nine months ended June 30, 2019
 (reported on a Budget Basis Amounts in thousands)

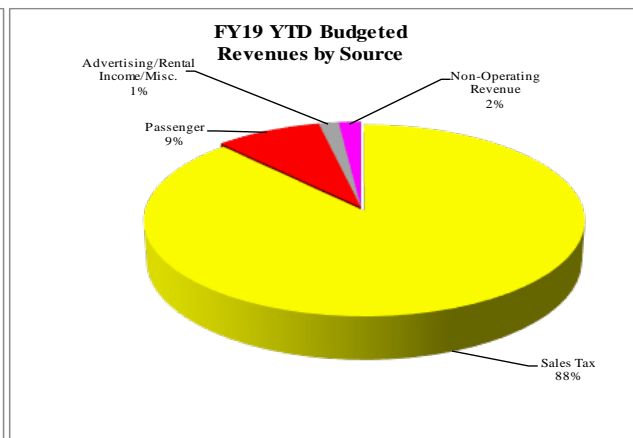
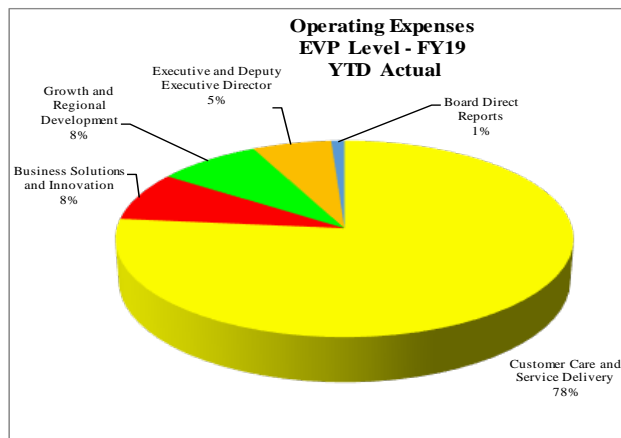
ACTUAL VS. BUDGET SUMMARY

	FY19 YTD Actual	FY19 YTD Budget	(Under) / over Budget	% Variance
Revenues				
Sales Tax	\$469,074	\$475,372	(\$6,298)	-1%
Passenger	46,178	50,896	(4,718)	-9%
Advertising/Rental Income/Misc.	8,620	7,636	984	13%
Operating Federal Grants	566	552	14	3%
Non-Operating Revenue	9,601	9,710	(109)	-1%
Total Revenues	\$534,039	\$544,166	(\$10,127)	-2%

	FY18 YTD Actual	FY18 YTD Budget	Under/ (over) Budget	% Variance
Operating Expenses at EVP level (YTD)				
Customer Care and Service Delivery	\$307,474	\$310,043	\$2,569	0.8%
Business Solutions and Innovation	29,885	32,603	2,718	8%
Growth and Regional Development	30,790	34,057	3,267	10%
Executive and Deputy Executive Director	19,331	21,949	2,618	12%
Board Direct Reports	3,868	4,648	780	17%
Capital P&D	(7,969)	(8,542)	(573)	7%
Agency Wide ^[1]	(1,827)	(289)	1,538	-532%
Total Operating Expenses at EVP Level (YTD)	\$381,552	\$394,469	\$12,917	3%

	FY19 Projection	FY19 Budget ^[2]	Under/ (over) Budget	% Variance
Operating Expenses at EVP level (FY19 Projection)*				
Customer Care and Service Delivery	\$412,160	\$415,150	\$ 2,990	1%
Business Solutions and Innovation	43,208	45,358	2,150	5%
Growth and Regional Development	43,926	46,254	2,328	5%
Executive and Deputy Executive Director	33,460	34,217	757	2%
Board Direct Reports	5,555	6,044	489	8%
Capital P&D	(12,207)	(12,207)	-	0%
Agency Wide ^[1]	8,950	9,450	500	5%
Total Operating Expenses at EVP Level (YTD)	\$535,052	\$544,266	\$9,214	2%

*As presented in the Monthly Financial Report.



[1] Benefits are allocated to each department based on the budgeted ratio for salary driven benefits and for staff driven benefits. If the agency is experiencing actuals that are under/over budget, this variance is not allocated to departments.

[2] Based on Board Resolution No.170104 of September 18, 2018.

**DALLAS AREA RAPID TRANSIT
STATEMENTS OF NET POSITION
AS OF JUNE 30, 2019 AND SEPTEMBER 30, 2018**

(In thousands)

	<u>06/30/2019</u>	<u>9/30/2018</u>
	<u>Unaudited</u>	
ASSETS		
CURRENT ASSETS		
Cash & Cash Equivalents	\$70,033	\$98,361
Investments	332,784	390,208
Sales tax receivable	107,281	97,949
Transit Revenue Receivable, Net	6,445	7,001
Due from Other Governments	25,366	21,840
Materials and supplies inventory	39,840	35,915
Prepaid transit expenses and other	8,342	4,107
Restricted investments held by trustee for debt service	64,626	113,533
Restricted investments held for advance funding agreements	69,034	64,860
Restricted investments held to pay capital lease/leaseback liabilities	6,374	6,374
TOTAL CURRENT ASSETS	<u>730,125</u>	<u>840,148</u>
NONCURRENT ASSETS		
Restricted investments held as security for capital lease/leaseback liabilities	6,011	6,796
Investments restricted for system expansion and acquisition	2,119	
Investments in joint venture	9,685	10,497
Capital assets		
Land and rights of way	618,596	619,043
Depreciable capital assets, net of depreciation	3,356,513	3,524,818
Projects in progress	191,599	93,435
Restricted investments held to pay capital lease/leaseback liabilities	107,510	107,492
Unamortized debt issuance costs and other	563	687
TOTAL NONCURRENT ASSETS	<u>4,292,596</u>	<u>4,362,768</u>
TOTAL ASSETS	<u>5,022,721</u>	<u>5,202,916</u>
DEFERRED OUTFLOWS OF RESOURCES		
Deferred outflows of resources	83,405	89,210
TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	<u>\$5,106,126</u>	<u>\$5,292,126</u>

**DALLAS AREA RAPID TRANSIT
STATEMENTS OF NET POSITION - CONT'D
AS OF JUNE 30, 2019 AND SEPTEMBER 30, 2018**

(In thousands)

	<u>06/30/2019</u>	<u>9/30/2018</u>
	<u>Unaudited</u>	
LIABILITIES		
CURRENT LIABILITIES		
Accounts payable and accrued liabilities	\$49,438	\$61,742
Commercial paper notes payable	90,100	125,000
Current portion of Capital lease/leaseback liabilities	6,374	6,374
Current portion of amount due to the State Comptroller	824	824
Local Assistance Program Payable	1,531	1,531
Retainage Payable	8,894	7,002
Unearned revenue and other liabilities	116,058	111,309
Interest payable	14,730	54,507
Current portion of senior lien revenue bonds payable	59,974	58,291
TOTAL CURRENT LIABILITIES	<u>347,923</u>	<u>426,580</u>
NON-CURRENT LIABILITIES		
Accrued liabilities	39,402	39,748
Net pension liability	44,898	44,898
Net other post-employment benefits (OPEB) liability	26,630	22,667
Repayment due to State Comptroller	5,485	6,103
Senior lien revenue bonds payable	3,167,601	3,236,871
Transportation Infrastructure Finance and Innovation Act (TIFIA) bond payable	96,512	98,726
Railroad Rehabilitation and Improvement Financing (RRIF) bond payable	11,706	
Capital lease/leaseback liabilities	107,510	107,492
TOTAL NON-CURRENT LIABILITIES	<u>3,499,744</u>	<u>3,556,505</u>
TOTAL LIABILITIES	<u>3,847,667</u>	<u>3,983,085</u>
Deferred Inflows of resources	4,663	4,663
TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES	<u>3,852,330</u>	<u>3,987,748</u>
NET POSITION		
Net investment in capital assets	800,037	764,341
Restricted for debt service	49,895	59,026
Restricted as security for capital lease/leaseback liabilities	6,011	6,796
Unrestricted	397,853	474,215
TOTAL NET POSITION	<u>\$1,253,796</u>	<u>\$1,304,378</u>

DALLAS AREA RAPID TRANSIT
STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
FOR THE NINE MONTHS ENDED JUNE 30, 2019 AND 2018 (UNAUDITED)

(In thousands)		
	For the nine months ended	
	<u>6/30/2019</u>	<u>6/30/2018</u>
OPERATING REVENUES:		
Passenger	\$46,178	\$47,322
Advertising, rent and other	10,046	10,273
Total Operating Revenues	<u>56,224</u>	<u>57,595</u>
OPERATING EXPENSES:		
Labor	187,049	180,882
Benefits	82,671	68,905
Services	33,980	30,512
Materials and supplies	37,350	34,667
Purchased transportation	43,877	41,227
Depreciation and amortization	184,147	187,409
Utilities	12,065	14,248
Taxes, leases, and other	3,478	3,507
Casualty and liability	4,870	3,608
TOTAL OPERATING EXPENSES	<u>589,487</u>	<u>564,965</u>
NET OPERATING LOSS	<u>(533,263)</u>	<u>(507,370)</u>
NON-OPERATING REVENUES (EXPENSES):		
Sales tax revenue	469,692	451,640
Investment income	12,862	3,703
Interest income from investments held to pay capital lease/leaseback	6,393	6,393
Interest expense on capital leases/leaseback	(6,393)	(6,393)
Interest and financing expenses	(113,250)	(115,494)
Build America Bonds tax credit	21,384	21,336
Other federal grants	52,149	50,942
Other non-operating revenues	11,924	16,191
Local assistance and street improvements	(4,999)	(2,696)
Other non-operating expenses	(11,011)	(1,182)
TOTAL NET NON-OPERATING REVENUES	<u>438,751</u>	<u>424,440</u>
LOSS BEFORE CAPITAL CONTRIBUTIONS, AND GRANTS	<u>(94,512)</u>	<u>(82,930)</u>
CAPITAL CONTRIBUTIONS, AND GRANTS:		
Federal capital contributions	42,331	11,268
State capital contributions	1,599	649
TOTAL CAPITAL CONTRIBUTIONS, AND GRANTS	<u>43,930</u>	<u>11,917</u>
CHANGE IN NET POSITION	<u>(50,582)</u>	<u>(71,013)</u>
TOTAL NET POSITION - Beginning of the year	1,304,378	1,445,038
TOTAL NET POSITION - End of the reporting period	<u>\$1,253,796</u>	<u>\$1,374,025</u>

Glossary of Terms/Definitions

Accessible – As defined by FTA, a site, building, facility, or portion thereof that complies with defined standards and that can be approached, entered, and used by persons with disabilities.

Accessible Service – A term used to describe service that is accessible to non-ambulatory riders with disabilities. This includes fixed-route bus service with wheelchair lifts or paratransit service with wheelchair lift-equipped vehicles.

Accidents per 100,000 Miles – Measures vehicle accidents reported (Bus, Light Rail, TRE and Paratransit) per 100,000 miles of actual fixed route mileage. Management's objective is to reduce this ratio.

$$\text{Calculation} = [(Vehicle\ Accidents / Actual\ Mileage) * 100,000]$$

Accounting Basis – DART uses the accounting principles and methods appropriate for a government enterprise fund. Financial statements are prepared on the accrual basis of accounting under which revenues and expenses are recognized when earned or incurred.

Accrual Method of Accounting – An accounting method that measures the performance and position of a company by recognizing economic events in the period they occur regardless of when cash transactions occur (i.e. recognize revenue in the period in which it is earned rather than when the cash is received).

ADA (The Americans with Disabilities Act of 1990) – This federal act requires changes to transit vehicles, operations, and facilities to ensure that people with disabilities have access to jobs, public accommodations, telecommunications, and public services, including public transit.

ADA Paratransit Service – Non-fixed-route paratransit service utilizing vans and small buses to provide pre-arranged trips to and from specific locations within the service area to certified participants in the program.

Administrative Ratio – Measures administrative costs as a percentage of direct operating costs. It is management's objective to reduce this ratio. Administrative costs include (but are not limited to) executive management, finance, purchasing, legal, internal audit, human resources, marketing, board support, and administrative services. Administrative revenues include (but are not limited to) advertising revenue.

$$\text{Calculation} = [(Administrative\ Costs - Administrative\ Revenues) / (Direct\ Costs + Start-up\ Costs)]$$

Ambulatory Disabled – A person with a disability that does not require the use of a wheelchair. This would describe individuals who use a mobility aid other than a wheelchair or have a visual or hearing impairment.

Arbitrage – Investment earnings representing the difference between interest paid on bonds and the interest earned on the investments made using bond proceeds.

Average Fare (calculated by mode) – Represents the average fare paid per passenger boarding on each mode of service during the period.

$$\text{Calculation} = (Modal\ Passenger\ Revenue) / (Modal\ Passenger\ Boardings)$$

Average Weekday Ridership – The average number of passenger boardings on a weekday. This measurement does not include ridership on Saturdays, Sundays, or holidays.

Balanced Budget – A budget in which projected revenues equal projected expenses during a fiscal period.

Bond Refinancing/Refunding – The redemption (payoff) and reissuance of bonds to obtain better interest rates and/or bond conditions. This results in the defeasance of the earlier debt. See also *Defeasance*.

Bus Rapid Transit (BRT) – BRT combines the quality of rail transit and the flexibility of buses. It can operate on exclusive transitways, High Occupancy Vehicle (HOV) lanes, expressways, or ordinary streets. A BRT system combines intelligent transportation systems, technologies, transit signal priority (TSP), cleaner and quieter vehicles, rapid and convenient fare collection, and integration with land use policies.

Capital – Funds that finance construction, renovation, and major repair projects or the purchase of machinery, equipment, buildings, and land.

Glossary of Terms/Definitions (cont'd)

Capital Expenditure – A cost incurred to acquire a new asset, or add capacity/improve the functionality of an existing asset, or extend the useful life of an existing asset beyond its original estimated useful life. The asset will have an expected life of one or more years and a value of \$5,000 or more.

Major Capital Transit Investment Program – A federal grants program providing capital assistance for new fixed guideway, extensions of existing fixed guideway, or a corridor-based bus rapid transit system. This program includes New Starts, Small Starts, and Core Capacity projects.

Car Mile or Vehicle Mile – A single bus, rapid transit car, light rail vehicle, or commuter rail car traveling one mile.

CAFR – Comprehensive Annual Financial Report. It includes audited financial statements, financial notes, and related materials.

CMAQ – Congestion Mitigation and Air Quality. A federal program to fund transportation projects that will contribute to the attainment of national ambient air quality standards.

Certified Riders – Passengers who have been deemed eligible for Paratransit services because their disability inhibits them from functionally accessing fixed route services. Eligibility is determined in accordance with the criteria outlined in the Americans with Disabilities Act of 1990.

Complaints per 100,000 Passengers – Modal quality ratio that measures the number of service complaints per 100,000 passenger boardings (or per 1,000 boardings for Paratransit). Management's objective is to reduce this ratio.

$$\text{Calculation} = [(\text{Service Complaints Received} / \text{Modal Passenger Boardings}) * 100,000]$$

Cost per Revenue Mile – Efficiency ratio that measures the cost of providing a revenue mile of service. This measurement is based on fully loaded costs and excludes operating revenues. Management's objective is to reduce this ratio.

$$\text{Calculation} = [\text{Total Operating Expenses} / \text{Revenue Miles}]$$

Crimes against persons – Monitoring provides an overview of patron safety by detailing the frequency of crimes that occur on the DART system. Management's objective is to reduce this ratio.

$$\text{Calculation} = [\text{Crimes Against Persons} / \text{Total Incidents}]$$

Crimes against property – Monitoring provides an overview of the safety of our customer's property. Management's objective is to reduce this ratio.

$$\text{Calculation} = [\text{Crimes Against Property} / \text{Total Incidents}]$$

Debt Service – The payment of interest and the repayment of principal on long-term borrowed funds according to a predetermined schedule.

Debt Service Coverage – The measure of the Agency's ability to meet debt service payments. It is a ratio of cash flows to debt service requirements. See also *External Coverage Ratio* and *Internal Coverage Ratio*.

Defeasance of Bonds – The redemption of older higher-rate debt prior to maturity usually with replacement by new securities bearing lower interest rates.

Deferred Inflows of Resources – A deferred inflow of resources is defined as acquisition of net assets that is applicable to a future reporting period. Examples include, accumulated increase in fair value of hedging derivatives and certain components of the change in pension liability.

Deferred Outflows of Resources – Deferred outflows of resources is consumption of net assets that is applicable to a future reporting period. An example includes a portion of an amount paid to refund a bond (refunding difference) that will be recognized as an expense in future reporting periods. Another example is a contribution to pension plan in the current fiscal year that will be reported as pension expense in the next fiscal year.

Glossary of Terms/Definitions (cont'd)

Demand Responsive – Paratransit passengers call to request service; therefore, that service is provided on demand, and is considered to be demand responsive, rather than scheduled service. In addition, DART provides some non-traditional demand responsive service that may not be Paratransit related, such as DART OnCall.

Depreciation – Expiration in the service life of fixed assets, other than wasting assets, attributable to wear and tear, deterioration, action of the physical elements, inadequacy, and obsolescence. The portion of the cost of a fixed asset, other than a wasting asset, charged to expense during a particular period.

Enterprise Fund – Gives the flexibility to account separately for all financial activities associated with a broad range of government services. It establishes a separate accounting and financial reporting mechanism for services for which a fee is charged. Revenues and expenses of the service are segregated into a fund with financial statements separate from all other activities.

Express Bus or Route – A suburban or intercity route that operates a portion of the route without stops or with a limited number of stops.

External Coverage Ratio – The ratio of gross sales tax revenues to annual debt service. DART standards (and the financial markets in general) require that this ratio be at least two.

Farebox Recovery Ratio – the proportion of operating cost that is generated by passenger fares.

Calculation = [Modal Farebox Revenue / Modal Operating Expense]

Farebox Revenue – All revenue from the sale of passenger tickets, passes, or other instruments of fare payment.

Fares – The amount charged to passengers for use of various services.

FAST Act – Fixing America’s Surface Transportation Act - FAST Act was signed into law in December 2015 to provide funding for surface transportation.

FEMA – Federal Emergency Management Agency – An agency of the U.S. Department of Homeland Security. This agency provides grant money to transit systems under the Freight Rail Security Grant Program and other such programs.

FTA (Federal Transit Administration) – The FTA is the federal agency that helps cities and communities provide mobility to their citizens. Through its grant programs, FTA provides financial and planning assistance to help plan, build, and operate bus, rail, and paratransit systems.

Fiscal Year – DART’s fiscal year is from October 1 through September 30 of the following year.

Fixed-Route Service – Service that operate according to fixed schedules and routes (for DART that service is bus, light rail, commuter rail, and streetcar).

Formula Grant - Allocations of federal funding to states, territories, or local units of government determined by distribution formulas in the authorizing legislation and regulations. To receive a formula grant, the entity must meet all the eligibility criteria for the program, which are pre-determined and not open to discretionary funding decisions. Formula grants typically fund activities of a continuing nature and may not be confined to a specific project. Common elements in formulas include population, proportion of population below the poverty line, and other demographic information.

Fuel Incentive – Fuel Incentive, also referred to as an alternative fuel tax credit, represents the \$0.50 per gallon of compressed natural gas (CNG) DART receives from the Federal government based on CNG usage. This incentive is designed to encourage the use of clean fuel. It is subject to approval by US Congress every year and can be discontinued. The current legislation that authorized this credit expires on December 31, 2016.

Full Funding Grant Agreement (FFGA) – The Federal Transit Administration uses a FFGA to provide financial assistance for new start projects and other capital projects. The FFGA defines the project, including cost and schedule; commits to a maximum level of federal financial assistance (subject to appropriation); covers the period of time for the project; and helps to manage the project in accordance with federal laws and regulations. The FFGA assures the grantee of predictable federal financial support for the project while placing a ceiling on the amount.

Glossary of Terms/Definitions (cont'd)

Full-Time Equivalent – A measurement equal to one staff person working a full-time work schedule for one year (2,080 hours).

Fund Balance – The difference between a fund's assets and liabilities (also called Fund Equity). Often this term refers to moneys set aside or earmarked for future needs. DART uses "reserves" as well as "funds" to ensure resources are available for anticipated and unanticipated needs.

General Operating Account – The operating account that is used to account for all financial resources and normal recurring activities except for those required to be accounted for in another fund.

Grants – Monies received from local, federal, and state governments to provide capital or operating assistance.

Headway – The time span between service vehicles (bus or rail) on a specified route.

Internal Coverage Ratio – A ratio which has a numerator of gross sales tax revenues plus operating revenues plus interest income less operating expenses, and a denominator of annual debt service on long-term debt. DART standards state the goal that this ratio be at least one—i.e., total revenues less operating expenses should be at least as great as total annual debt service.

JARC (Job Access Reverse Commute)/New Freedom – JARC is a federally funded program that provides operating and capital assistance for transportation services planned, designed, and carried out to meet the transportation needs of eligible low-income individuals and of reverse commuters regardless of income. The New Freedom program provides new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act (ADA).

Labor Expenditure – The cost of wages and salaries (including overtime) to employees for the performance of their work.

Line Item – An appropriation that is itemized on a separate line in a budget or financial plan.

Linked Trip – A single one-way trip without regard for the number of vehicles boarded to make the trip. For example, a commute from home to work achieved by boarding a bus to a train, and then taking another bus after leaving the train, represents one linked trip. See also *Unlinked Trip*.

Maintenance Expenditure – Expenditures for labor, materials, services, and equipment used to repair and service transit and service vehicles and facilities.

Mean Distance Between Service Calls – Quality ratio that measures the average number of miles a vehicle operates before a service call occurs. Management's objective is to increase this ratio.

$$\text{Calculation} = [\text{Total Miles Operated} / \text{Total \# of Service Calls}]$$

MAP-21 – The Moving Ahead for Progress in the 21st Century Act was signed into law by President Obama on July 6, 2012. MAP-21 programs were authorized with the expiration date of September 30, 2014; however, prior to the expiration date, Congress extended the deadline of MAP-21 to October 29, 2015. The FAST Act has replaced MAP-21.

New Starts Program – A federal program which provides funding for fixed guideway transit projects which utilize and occupy a separate right-of-way or other high occupancy vehicle.

Obligations – Funds that have been obligated/committed to a specific purpose, but have not yet been expended.

On-Time Performance – Quality ratio that measures how often a service is on time (i.e., at a designated pick-up spot within a predetermined timeframe). The timeframe differs based on mode and frequency of service. Bus Operations currently uses 59 seconds early and 4 minutes and 59 seconds late. Light rail uses 1 minute early and 4 minutes late. Commuter rail uses 5 minutes late as required by FRA. Paratransit uses 20 minutes early and late. Management's objective is to increase this ratio.

$$\text{Calculation} = [(\# \text{ Scheduled Trips Sampled} - \# \text{ of Times Early or Late}) / \text{Total \# of Scheduled Trips Sampled}]$$

Glossary of Terms/Definitions (cont'd)

Operating Budget – The planning of revenue and expenditures for a given period of time to maintain daily operations.

Off-Peak – Non-rush hour time periods.

Operating Revenues – Includes the revenues obtained from the farebox, special events service, advertising, signboard rentals, leases, pass sales, operating grants, shuttle services, other and other miscellaneous income. Operating revenues do not include sales tax revenue, interest income, or gain on sale of assets.

Operating Expenses – Includes the expenses required to operate DART's revenue service and general mobility projects. Operating expenses do not include the cost of road improvements or the staff costs associated with DART's capital programs.

Paratransit Service – Any transit service required by the 1990 Americans with Disabilities Act (ADA), generally characterized by pre-arranged curb-to-curb service provided by accessible vehicles.

Passenger Canceled Trips Ratio – Measures the percentage of times that Paratransit users schedule a trip, then cancel the trip. Total scheduled trips include actual trips made, cancellations, and no-shows.

$$\text{Calculation} = [\# \text{ of Canceled Trips} / \text{Total} \# \text{ of Scheduled Trips}]$$

Passenger Mile – A single passenger traveling one mile.

Passenger No-Show Ratio – Quality measurement for Paratransit service that measures the number of times a Paratransit user makes a reservation and does not show-up for the ride. This measurement is different from a cancellation. Management's objective is to reduce this number so that other trips can be scheduled in that timeframe. Users can lose the ability to access the Paratransit system if they have an excessive number of no-shows.

$$\text{Calculation} = [\# \text{ of No Shows} / \text{Total} \# \text{ of Scheduled Trips}]$$

Passengers per Hour – Actual – The total number of Paratransit passengers actually carried, divided by the total hours of revenue service. Management's objective is to increase this number.

$$\text{Calculation} = [\text{Actual Passenger Boardings} / \text{Revenue Hours}]$$

Passengers per Hour - Scheduled – The total number of Paratransit passengers scheduled per hour of revenue service. Management's objective is to increase this number.

$$\text{Calculation} = [\text{Scheduled Passenger Boardings} / \text{Revenue Hours}]$$

Passengers per Mile – Effectiveness ratio that measures route productivity by comparing the number of passenger boardings to the number of revenue miles. Management's objective is to increase this ratio.

$$\text{Calculation} = [\text{Passenger Boardings} / \text{Revenue Miles}]$$

Peak Period – Morning or evening rush hour.

Percentage of Trips Completed – Quality measurement for Paratransit service that measures the number of times DART completes a scheduled passenger pick-up. Management's objective is to increase this ratio.

$$\text{Calculation} = [(\# \text{ of Actual Trips} - \# \text{ of Trips Missed}) / \# \text{ of Actual Trips}]$$

Principal – The amount borrowed or the amount still owed on a loan, separate from the interest.

Reduced Fares – Discounted fares for children elementary through middle school, seniors and non-Paratransit disabled with valid ID; high school fares are applicable on bus and rail on Monday through Friday only; college/trade school valid on bus and rail with a DART Student ID.

Repurchase Agreement – A money-market transaction in which one party sells securities to another while agreeing to repurchase those securities at a later date.

Reserves – DART uses “reserves” as well as “funds” to ensure resources are available for anticipated and unanticipated needs.

Glossary of Terms/Definitions (cont'd)

Revenue Bond – A bond on which debt service is payable solely from a restricted revenue source (or sources)—for example sales tax revenues.

Revenue Car Miles – Total miles operated by LRT or TRE trains in revenue service multiplied by the number of cars operated as part of each train. Power consumption and maintenance requirements are driven by the number of car miles operated. As a result, one area of management focus is to optimize the number of cars operated per train based on ridership and Board-adopted loading standards.

*Calculation = Sum for all trips of [# of Revenue Train Miles operated * # of cars in the train]*

Revenue Miles or Hours – Measures the number of miles, or hours, that a vehicle is in revenue service (i.e., available to pick up passengers) and includes special events service. This measure does not include "deadhead miles" which are the miles between the bus maintenance facility and the beginning and/or end of a route.

Reverse Commute – City-to-suburb commute. This phrase refers to the fact that most riders commute from the suburbs to the city.

Ridership – For the total system, this is the total number of passengers boarding a DART vehicle. Transfers are included in total ridership and passenger boarding counts (e.g., if a person transfers from one bus to another bus or from a bus to rail, this is counted as two passenger boardings). Fixed route ridership counts passenger boardings (including transfers) for bus, light rail, streetcar, and commuter rail only. See also *Unlinked Trip*.

Sales Taxes for Operating Expenses – Measures the amount of sales taxes required to subsidize operations. 100% minus this percentage is the amount of sales taxes available for capital and road improvement programs. Management's objective is to reduce this ratio.

Calculation = [(Operating Expenses - Operating Revenues - Interest Income) / Sales Tax Revenues]

Scheduled Miles Per Hour – Represents the average overall speed of the modal service as reflected in the schedule, with stops and recovery time included. This value reflects both the composition of the service (i.e., express and local routes for bus mode) and the efficiency of the schedule (e.g., reducing recovery time in the schedule improves average speed).

Calculation (for bus) = [Scheduled Miles / Scheduled Hours]

Calculation (for rail) = [Scheduled Train Miles / Scheduled Train Hours]

Service Hours – Paratransit service hours are also known as revenue hours. They are calculated from the time of the first passenger pick-up until the time of the last passenger drop-off. Travel time to and from the garage is not included.

Service Levels – Also known as Telephone Service Factor (TSF), measures the response to calls within a specified period. This measurement is being used to monitor the effectiveness of the main call center (CI: 214-979-1111) within 1 minute, the response to Paratransit scheduling issues within 1 minute, and the response to *Where's My Ride* inquiries within 2 minutes.

*Calculation = (# of Calls Answered Within the Specified Time Period) /
(# of Calls Received Within the Specified Time Period)*

Start-Up Costs – Costs associated with the implementation of a major new light rail, commuter rail, streetcar, or service expansion that are incurred prior to the service implementation (e.g., vehicle and system testing).

State of Good Repair (SGR) – Capital investment in infrastructure maintenance in order to improve the condition of current transit facilities and provide safe, reliability service.

Subscription Service – Paratransit passengers traveling at least three times per week to the same location at the same time can be placed on "subscription service." This service is "automatically" scheduled for the passenger, and it is not necessary for the passenger to call and schedule the service.

Calculation = [(Operating Expenses - Operating Revenues) / Passenger Boardings]

Glossary of Terms/Definitions (cont'd)

Total Vehicle Miles – The sum of all miles operated by passenger vehicles, including mileage when no passengers are carried.

Transit Asset Management (TAM) – Measurement of the condition of capital assets such as equipment, rolling stock, infrastructure, and facilities.

Transit-Oriented Development (TOD) – Mixed-use development of residential, commercial, and retail uses within walking distance of a transit station or bus route.

Transit Signal Priority – Transit signal priority either gives or extends a green signal to public transit vehicles under certain circumstances to reduce passenger travel times, improve schedule adherence, and reduce operating costs.

Unlinked Trip – A trip involving a single boarding and alighting from a transit vehicle. For example a commute from home to work achieved by boarding a bus to a train, and then taking another bus after leaving the train, represents three unlinked trips. See also *Linked Trip*.

Vanpool – Consists of a group of 5 to 15 people who regularly travel together to work (typically 30 miles or more roundtrip) in a DART-provided van.

Vehicle Revenue Mile – Vehicle mile during which the vehicle is in revenue service (i.e., picking up and/or dropping off passengers).

Zero Denials – A Federal mandate that in effect states that a provider cannot systematically deny paratransit trips on an on-going basis.

Section 2 – Ridership Highlights

R2 Introduction

R3 Total System Ridership

R5 Bus System Ridership

R6 Light Rail System Ridership

R7 Trinity Railway Express Ridership

R8 Dallas Streetcar

R9 Ridership Tables

R12 Bus Route Performance Analysis

R12 Route Performance Tables

R12 Riders per Revenue Hour

R16 Passenger Miles per Revenue Mile

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Introduction

This section of the Quarterly Report focuses on fixed route ridership, although the first chart and table include summaries of total system ridership, including all service modes. Fixed-route ridership reporting includes the number of unlinked passenger trips (*e.g.* boarding passengers are counted resulting in transferring passengers being counted each time they board a vehicle).

Ridership statistics can be examined in several different ways: as totals, as averages and as ratios related to service levels. Each reporting technique has its value in analyzing ridership and each presents data from a different perspective. While total ridership is an important measure, it can vary significantly from month to month because of seasonality and the variation in the number of weekdays, Saturdays and Sundays in a month. The use of average daily ridership figures eliminates the issue of monthly calendar differences and makes direct comparisons of ridership more realistic. Average weekday ridership is the primary measurement discussed in this report.

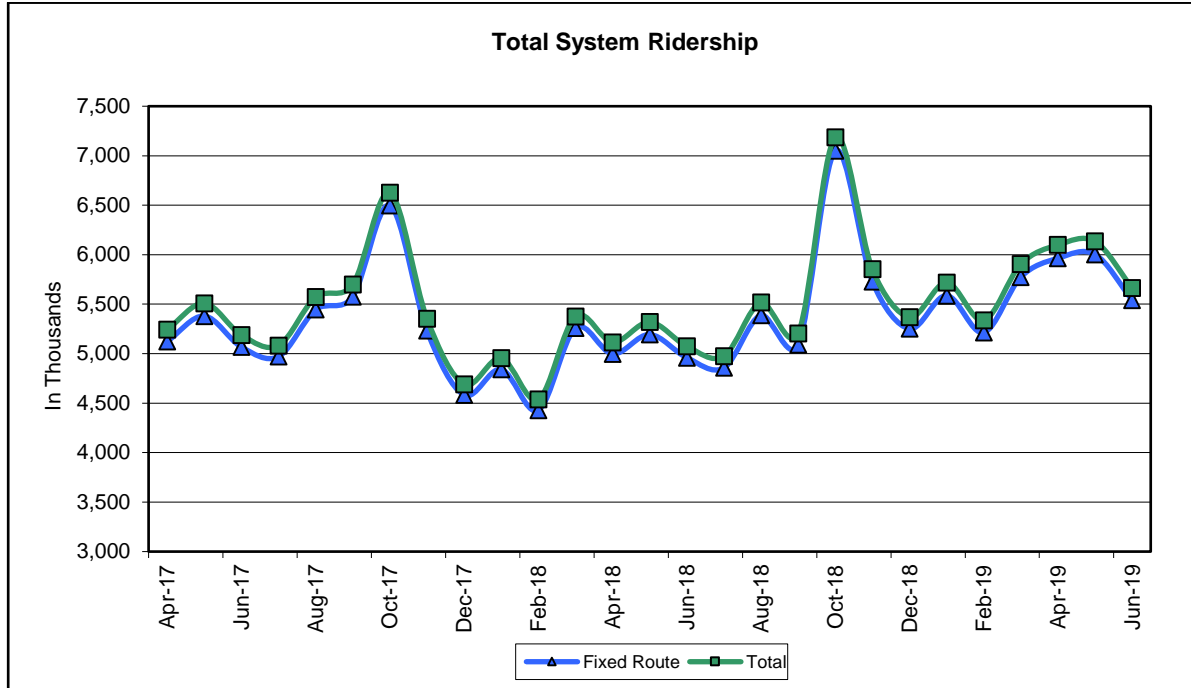
DART has started to use automatic passenger counters (APC) to report bus, streetcar, and TRE ridership for FY19. Light rail (LRT) ridership is determined by statistically factoring Automated Passenger Counter (APC) sample data collected monthly. Paratransit ridership is compiled from daily trip manifests.

The productivity of DART services relative to the resources used to supply those services is reported by ratios that measure performance. Service Standards were first adopted in 1995 and were most recently updated in 2018, and these Standards define the performance metrics and benchmarks against which DART measures individual route performance. Each route is evaluated quarterly to determine if it performs above, at or below standard. Routes that fall below standard for all three performance measures are identified as deficient performers. A route with deficient performance is then reviewed to determine whether any follow-up action is needed; actions can range from targeted marketing to service adjustments to (in rare cases) discontinuation of service.

Central to the Service Standards update has been an interest in defining standards to assist in efforts to improve bus service quality and quantity, including network structure, service frequency, service span, and placement of appropriate passenger amenities. Many sections have been completely rewritten to reflect this interest.

Measurement system changes were incorporated into the Service Standards Monitoring Report effective with 1Q19. Each element of this report is accompanied by a series of charts or tables summarizing ridership and performance during the quarter.

Total System Ridership

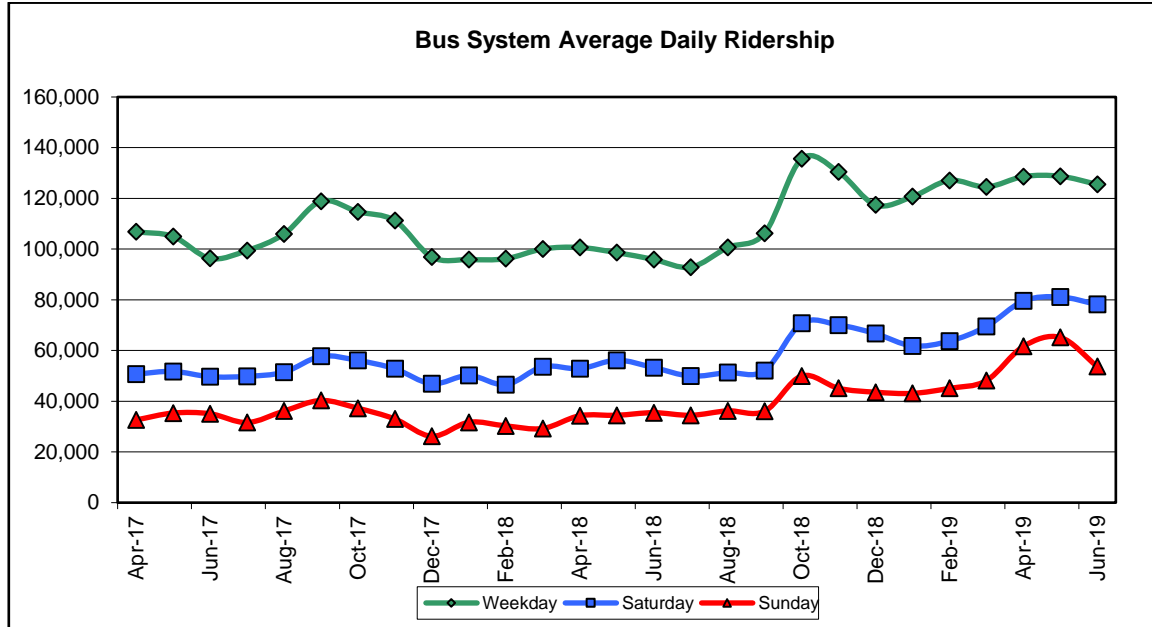


- Total system ridership includes fixed route (bus, light rail and commuter rail), Paratransit and Vanpool riders. Riders of both scheduled and special event services are reported. Total system ridership has been higher than the same period last year since bus APC numbers have been significantly higher than farebox-derived numbers, driving significant ridership gains overall. Moreover, TRE numbers from the APC system are slightly higher than from previous manual data collection methods.
- Total system ridership in the third quarter of FY 2019 was 17.8 million riders, an increase of 15.4 percent from the third quarter of FY 2018.
- Fixed route ridership totaled 17.5million passengers in the third quarter of FY 2019, an increase of 15.6 percent from the third quarter of FY 2018. Recent upward trends continued across most fixed-route modes.
- Bus System ridership totaled 10.0 million riders, 34.1 percent above the third quarter of FY 2018. The shift to APC data collection was the primary driver of these ridership increases. Side-by-side testing of APC and farebox data – validated by supplemental on-board data collection – shows that comparable APC counts are over 36% higher than farebox counts. This will have a significant impact on bus ridership numbers during FY19, but we expect this to stabilize over time. We would note that bus ridership would have declined for the quarter if not for the changes in counting methodology. Targeted off-peak service improvements on select routes were inaugurated in late March 2018, and some of the changes have resulted in ridership gains on individual routes (most prominently the conversion of Route 400 to Routes 402 and 403).
- Trinity Railway Express ridership was 487,756 passengers in the third quarter, a decrease of 1.3 % from the same period in FY 2018 (494,242). Service disruptions due to switching issues with TexRail trains and equipment issues have affected on-time performance and may

be driving some of the ridership issues. For TRE, side-by-side testing of APC and manual counts – validated by supplemental on-board data surveys – shows that comparable APC counts are 8-10% higher than the manual counts.

- Light rail ridership for the third -quarter period ended June 30, 2019 was 6.9 million, a decrease of 3.0 % from FY 2018 ridership of 7.1 million. Efforts to improve CBD rail might contribute to ridership decline.
- Dallas Streetcar ridership for the third-quarter period ended June 30, 2019 was 61,957, an increase of 39.4 % from FY 2018 ridership of 44,449. We believe these increases stem from a combination of improved data collection and natural market growth for a relatively new service. APC units on streetcars have now been fully tested and validated and are in use on all vehicles.
- Paratransit ridership for the third-quarter period ended June 30, 2019 was 230,095, an increase of 10.9 % from FY 2018 ridership of 207,491. Long-term trends indicate that ridership on Paratransit will increase as the overall population ages. Ridership is higher than actual trip counts due to including the count of Personal Care Attendants (PCAs), guests, and children. Paratransit certified customers are also given the ability to ride fixed route services for free to encourage transitioning some trips to fixed route when the customer can do so versus a trip on Paratransit vehicles.

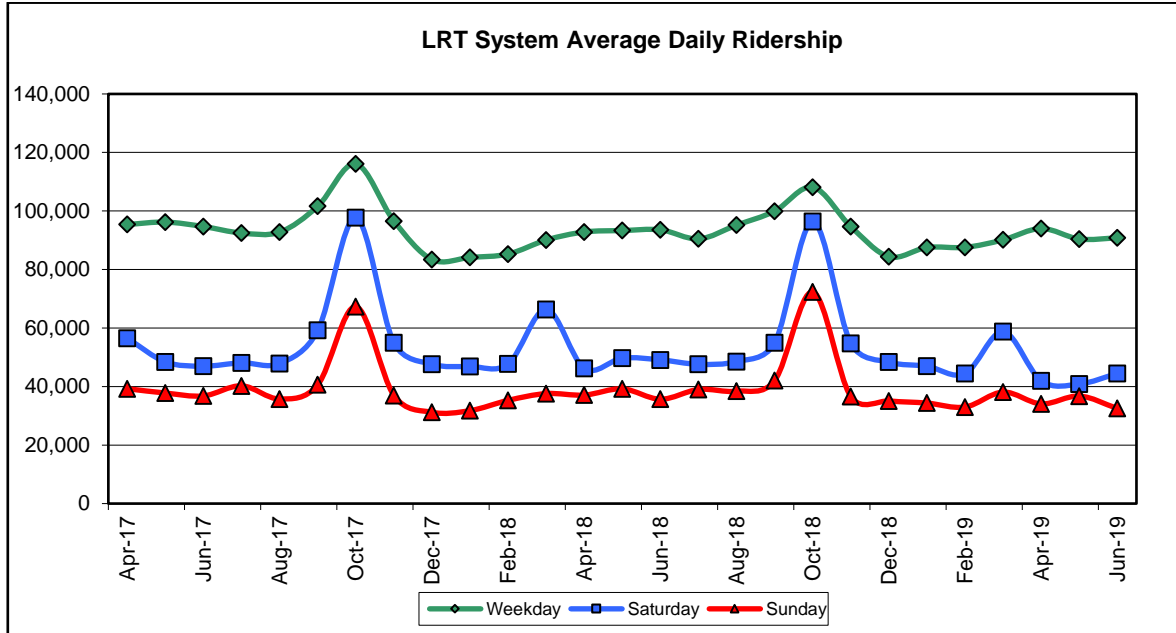
Bus System Ridership



- Total bus ridership (including special-events ridership) in the third quarter of FY 2019 was 10 million riders, for 34.1 percent from the third quarter of FY 2018.
- Average weekday ridership in the third quarter was 127,635 daily riders, a 29.7 percent increase from last year's average. Saturday bus system ridership averaged 79,611 daily riders, up 47 percent from last year. Sunday bus system ridership averaged 60,159 daily riders, an increase of 73 percent from last year.
- The shift to APC data collection was the primary driver of these ridership increases. Side-by-side testing of APC and farebox data – validated by supplemental on-board data collection – shows that comparable APC counts are over 36% higher than farebox counts. This will have a significant impact on bus ridership numbers during FY19, but we expect this to stabilize over time. We would note that bus ridership would have declined for the quarter if not for the changes in counting methodology. Targeted off-peak service improvements on select routes were inaugurated in late March 2018, and some of the changes have resulted in ridership gains on individual routes (most prominently the conversion of Route 400 to Routes 402 and 403).
- The most heavily patronized routes in the third quarter, by route classification, were:

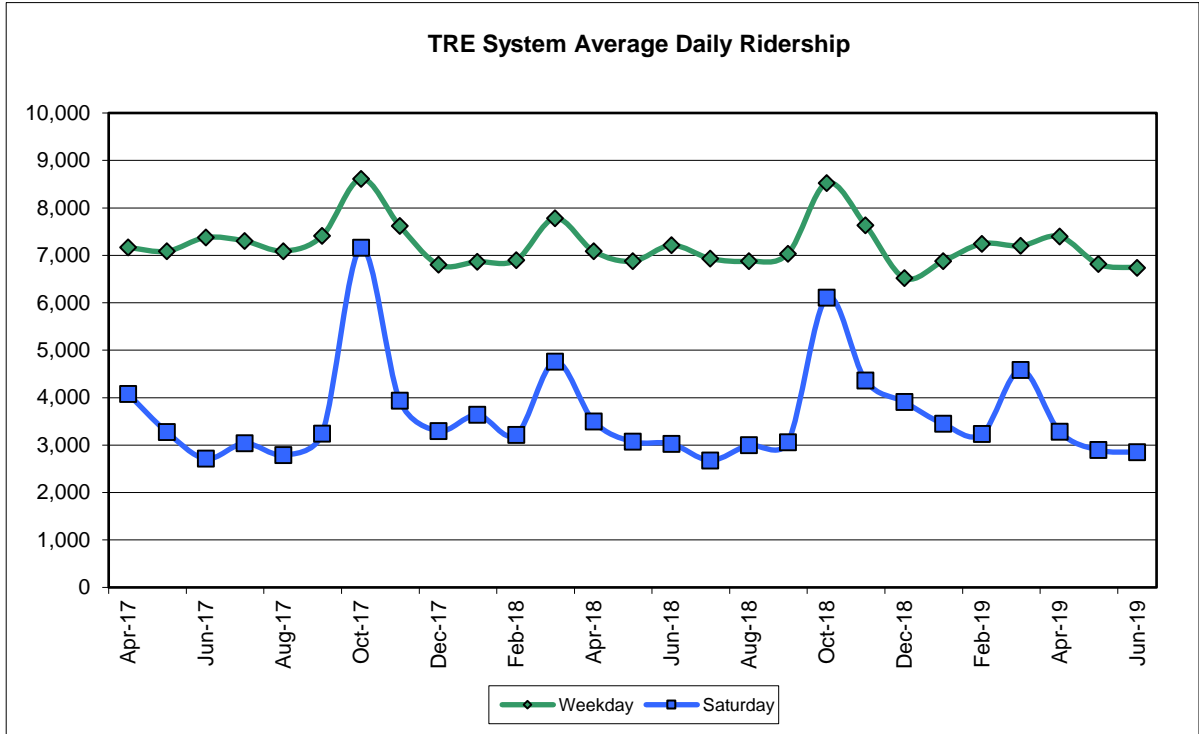
Route Type	Route	Weekday Average
Crosstown	466 Ledbetter	3,393
Express	208 Northwest Plano	1,021
Feeder	583 Skillman	1,942
Local	11 Jefferson-Malcolm X	4,867
Shuttle	883 UTD	3,761
Flex	870 East Plano	220
GoLink	Legacy	156

Light Rail System Ridership



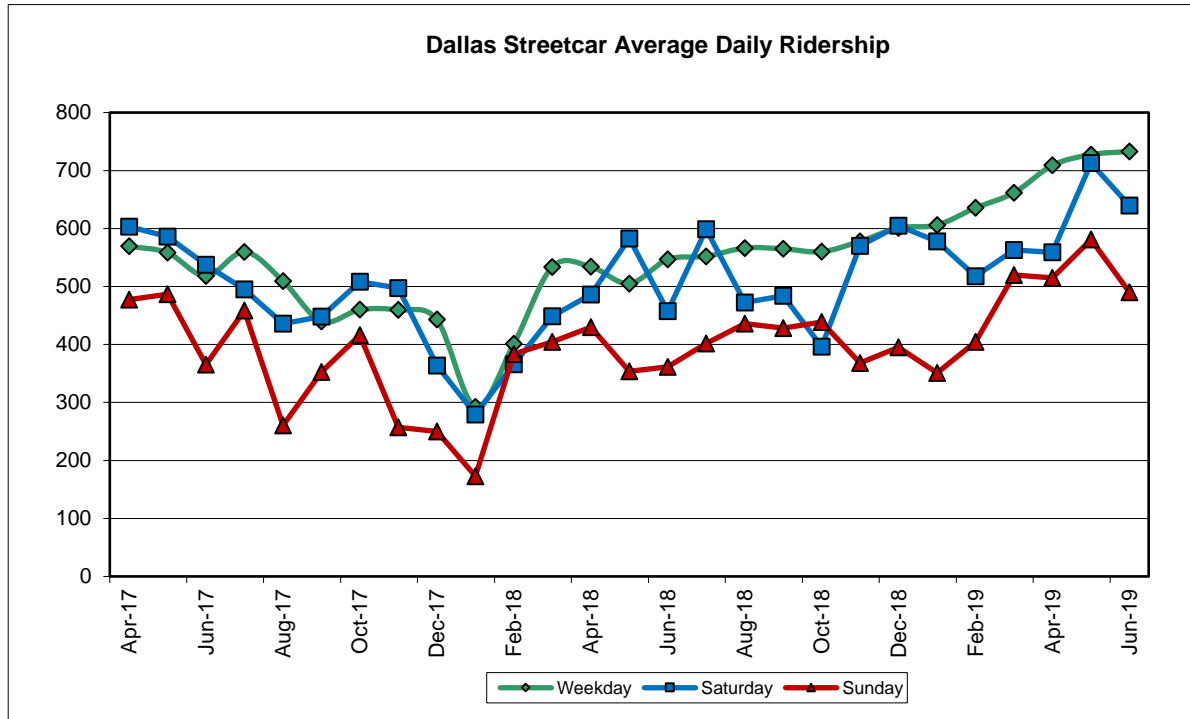
- LRT ridership in the third quarter totaled 6.9 million riders, a decrease of 3 % from FY 2018 ridership of 7.1 million. The decline trend for LRT is mainly due to CBD Rail improvement plan which impacts the ridership mostly on Saturdays and Sundays
- Weekday ridership in the third quarter averaged 91,743passengers, a decrease of 1.6 percent from the third quarter of FY 2018.
- Saturday ridership in the third quarter averaged 42,424passengers, a decrease of 12.3 percent from the FY 2018 level.
- Sunday ridership in the third quarter averaged 34,443passengers, a decrease of 7.7 percent from the FY 2018 level.
- Ridership at the Downtown Rowlett station continues to grow gradually and is causing issues with the availability of parking. Recently a program of preferred parking for registered Rowlett residents was initiated to address some of these limitations. A new GoLink service, inaugurated last year is also designed to help contain demand for parking at Downtown Rowlett.
- The stations on the Blue Line South Oak Cliff segment to the University of North Texas-Dallas continue to experience ridership growth., The UNT Dallas station had its average weekday ridership of 889 for this quarter and the Camp Wisdom station had 422 average weekday riders.

Trinity Railway Express



- Trinity Railway Express ridership for the third-quarter period ended June 30, 2019 was 487,756, a decrease of 1.3 % from the same period in FY 2018 (494,242). Service disruptions due to switching issues with TexRail trains and equipment issues have affected on-time performance and may be driving some of the ridership issues. For TRE, side-by-side testing of APC and manual counts – validated by supplemental on-board data surveys – shows that comparable APC counts are 8-10% higher than the manual counts.
- Weekday ridership on the TRE averaged 6,984 daily riders (a 1.0 percent decrease from last year) in the third quarter.
- Saturday ridership in the third quarter averaged 3,010 daily riders, a decrease of 5.9 percent from the third quarter of FY 2018.

Dallas Streetcar



- Ridership on the Dallas Streetcar was 61,957 riders in the third quarter, 39.4 % percent higher than last year. The trend stems from a combination of improved data collection and natural market growth for a relatively new service. APC units on streetcars have now been fully tested and validated and are in use on all vehicles.
- Weekday ridership averaged 723 daily riders in the quarter, an increase of 36.8 percent.
- Saturday ridership averaged 637 daily riders an increase of 25.2 percent from last year.
- Sunday ridership averaged 529 daily riders, an increase of 38.5 percent from last year.

The following tables provide summaries of ridership results during the quarter.

Table 1: Total Fixed-Route Ridership (25-Month Trending)

Year	Month	Bus Monthly	LRT Monthly	Commuter Rail Monthly	Streetcar Monthly	Fixed Route Total	
2017	June	2,483.00	2,418.00	174.00	14	5089	
	July	2,461.00	2,331.00	161.00	15.4	4968	
	August	2,787.00	2,468.00	174.00	14.5	5444	
2018	September	2,868.00	2,531.00	164.00	11.1	5574	
	October	2,934.00	3,282.00	229.00	14.2	6459	
	November	2,654.00	2,391.00	173.00	13	5231	
	December	2,329.00	2,094.00	153.00	6.3	4582	
	January	2,469.00	2,198.00	166.00	8.4	4841	
	February	2,231.00	2,038.00	151.00	6.3	4426	
	March	2,587.00	2,464.00	195.00	11.1	5257	
	April	2,497.00	2,320.00	164.00	15.3	4996	
	May	2,566.00	2,448.00	164.00	13.9	5192	
	June	2,423.00	2,353.00	167.00	15.2	4958	
	July	2,357.00	2,324.00	156.00	16.4	4853	
	August	2,664.00	2,537.00	170.00	16.7	5388	
	September	2,496.00	2,426.00	151.00	16.1	5089	
	2019	October	3,601.00	3,162.00	232.00	16.2	7011
		November	3,184.00	2,350.00	175.00	16.2	5725
December		2,943.00	2,140.00	150.00	17.4	5250	
January		3,118.00	2,286.00	165.00	17.4	5586	
February		2,978.00	2,061.00	158.00	16.4	5213	
March		3,203.00	2,377.00	174.00	19.3	5773	
April		3,394.00	2,372.00	177.00	19.9	5963	
May	3,483.00	2,337.00	162.00	21.8	6004		
June	3,170.00	2,201.00	149.00	20.3	5540		

All figures are in thousands (000) of riders.

Table 2: Average Weekday Fixed-Route Ridership (25-Month Trending)

Year	Month	Bus Weekday	LRT Weekday	Commuter Rail Weekday	Streetcar Weekday	Fixed Route Total
2017	June	97.3	94.7	7.4	0.5	199.9
	July	100.8	92.5	7.3	0.5	201.1
	August	106	92.8	7.1	0.5	206.4
	September	118.9	101.6	7.4	0.5	228.4
2018	October	114.7	116.1	8.6	0.5	239.9
	November	111.2	96.6	7.6	0.5	215.9
	December	96.9	83.4	6.8	0.2	187.3
	January	95.9	84.1	6.9	0.3	187.2
	February	96.2	85.3	6.9	0.2	188.6
	March	100.1	90.1	7.8	0.4	198.4
	April	100.7	92.8	7.1	0.5	201.1
	May	98.6	93.3	6.9	0.5	199.3
	June	95.9	93.6	7.2	0.5	197.2
	July	92.9	90.5	6.9	0.6	190.9
	August	100.6	95.2	6.9	0.6	203.3
	September	106.3	100	7	0.6	213.9
2019	October	135.6	108.2	8.5	0.6	252.9
	November	130.4	94.7	7.6	0.6	233.3
	December	117.4	84.4	6.5	0.6	208.9
	January	120.7	87.5	6.9	0.6	215.7
	February	127.1	87.6	7.2	0.6	222.5
	March	124.5	90.1	7.2	0.7	222.5
	April	128.6	94	7.4	0.7	230.7
	May	128.7	90.4	6.8	0.7	226.6
	June	125.5	90.8	6.7	0.7	223.7

All figures are in thousands (000) of riders.

Table 3: Passengers Boarding by Service Area City

Dallas Area Rapid Transit
Estimated Passenger Boardings By Service Area City
For the Third Quarter Fiscal Year 2019, Period Ending June 30, 2019
 In Thousands

Description	Qtr 3 2019	Qtr 3 2018	%% (2) Change	YTD 2019	YTD 2018	%% Change
Bus Ridership (1)						
Addison	173	140	23.3%	513	413	24.3%
Carrollton	88	67	30.8%	256	204	25.3%
Farmers Branch	129	102	26.9%	378	287	31.9%
Garland	618	458	34.9%	1,811	1,395	29.8%
Glenn Heights	66	51	28.9%	198	154	29.1%
Irving	588	499	17.7%	1,771	1,512	17.1%
Plano	280	225	24.6%	815	645	26.3%
Richardson	465	398	17.0%	1,473	1,280	15.1%
Rowlett	12	5	158.6%	34	14	138.3%
Mesquite - Contracted	9	7	27.7%	27	19	40.9%
Arlington-Contracted				-	15	-100.0%
Suburban Total	2,427	1,951	24.4%	7,277	5,938	22.6%
Dallas Total (3)	7,620	5,535	37.7%	21,799	16,752	30.1%
Bus Total	10,047	7,486	34.2%	29,076	22,690	28.1%
Light Rail	6,910	7,120	-3.0%	21,286	21,586	-1.4%
Commuter Rail	488	494	-1.3%	1,542	1,562	-1.3%
Streetcar	62	44	39.4%	165	104	58.9%
Total Passenger Boardings	17,507	15,145	15.6%	52,068	45,941	13.3%

Type of Day	Qtr 3 2019	Qtr 3 2018	Inc (Dec)	YTD 2019	YTD 2018	Inc (Dec)
Weekdays	64	64	0	190	190	0
Saturdays/Holiday	13	13	0	40	40	0
Sundays/Holiday	14	14	0	43	43	0
Total	91	91	0	273	273	0

(1) Effective March 1998, Ridership allocations between member cities are based on an on-board survey, performed during a 4 month period ending January 31, 1998.

(2) % Change includes impact of revision to route allocations. Percentage changes based on unrounded numbers

(3) Includes University Park, Highland Park, and Cockrell Hill.

3Q19 BUS ROUTE PERFORMANCE ANALYSIS

This report contains a bus route performance analysis covering the third quarter of FY 2019, specifically April-June 2019. As for Q2, this report follows newly-adopted Service Standards, which include significant changes in the route performance methodology. First, there is one new measure of performance: passenger miles per revenue mile, replacing the older passengers per mile metric. In all there are now three measures of performance:

- Passengers per revenue hour of service
- Passenger miles per revenue mile of service
- Subsidy per passenger

APC installations on buses, TRE trains, and streetcars were completed during Q3, and most routes had sufficient coverage to successfully calculate passenger miles per revenue mile. Route 705 – one of the Parkland shuttle routes – was the only exception.

Q3 also marks the completion of the transition from On Call service to GoLink, and all 13 GoLink zones have been analyzed as a single GoLink category. For zones that have UberPool service, all numbers reflect a combination of dedicated and UberPool results.

Route Performance Tables

The following tables show route performance for 3Q19. We have included average Weekday, Saturday, and Sunday riders along with the three performance measures used for the analysis. Targets are shown for each service category. Performance measures shaded with green backgrounds indicate performance above the minimum level. Red backgrounds identify routes with deficiencies for specific measures. As before, routes are grouped with other routes of similar characteristics for the analysis.

Riders per Revenue Hour

The following table shows overall Q3 riders per revenue hour for each route/service, along with average Weekday, Saturday, and Sunday ridership.

Table 4: Riders Per Revenue Hour for 3rd QTR 2019

Type	Route	Average Weekday Riders	Average Saturday Riders	Average Sunday Riders	Total Riders	Total Revenue Hours	Total Riders/ Hour	Overall Target
Local	2	1,545	1,170	855	126,040	4045.73	31.15	
Local	11	4,866	2,956	2,455	384,247	11233.00	34.21	
Local	12	1,226	756	576	96,382	5926.25	16.26	
Local	19	2,082	1,319	946	163,600	8795.98	18.60	
Local	21	453	251	202	35,068	3661.38	9.58	
Local	24	992	612	526	78,829	2578.08	30.58	
Local	26	1,411	906	763	112,784	3687.73	30.58	
Local	27	211	0	0	13,474	931.20	14.47	
Local	29	919	513	429	71,491	3853.52	18.55	
Local	31	1,183	664	597	92,720	6366.87	14.56	

Type	Route	Average Weekday Riders	Average Saturday Riders	Average Sunday Riders	Total Riders	Total Revenue Hours	Total Riders/ Hour	Overall Target
Local	35	756	244	185	54,126	3684.10	14.69	
Local	36	1,239	754	556	96,841	5513.58	17.56	
Local	39	821	674	562	69,175	2612.00	26.48	
Local	42	471	298	257	37,596	2729.38	13.77	
Local	52	815	541	321	63,695	2913.53	21.86	
Local	59	699	438	329	55,074	3096.03	17.79	
Local	60	833	691	538	69,814	3841.28	18.17	
Local	63	914	0	0	58,490	2545.07	22.98	
Local	76	931	627	565	75,647	3797.70	19.92	
Local	81	855	285	309	62,721	3887.48	16.13	
Local	82	461	469	299	39,820	3089.33	12.89	
Local	84	827	606	490	67,669	5554.57	12.18	
Local	110	1,683	812	670	127,636	3597.95	35.47	
Local	111	723	389	310	55,666	3366.10	16.54	
Local	155	191	0	0	12,247	694.40	17.64	
Local	161	1,943	1,284	915	153,815	6698.78	22.96	
Local	164	2,838	1,705	1,288	221,804	8233.85	26.94	
Local	183	1,245	617	506	94,748	4017.70	23.58	
Local Total		33,132	19,579	15,447	2,591,220	120952.60	21.42	16.07
Express	205	396	0	0	25,317	1133.87	22.33	
Express	206	1,002	0	0	64,109	2162.13	29.65	
Express	208	1,021	0	0	65,353	3070.93	21.28	
Express	210	203	0	0	12,991	1271.47	10.22	
Express	211	295	0	0	18,859	2193.07	8.60	
Express	278	538	0	0	34,430	1261.87	27.29	
Express	283	1,000	0	0	63,983	2508.80	25.50	
Express Total		4,454	0	0	285,042	13602.13	20.96	15.72
Feeder	333	286	0	0	18,314	1347.20	13.59	
Feeder	347	701	329	0	49,144	3012.63	16.31	
Feeder	350	745	386	0	52,713	3582.75	14.71	
Feeder	360	995	452	365	74,696	3017.60	24.75	
Feeder	361	479	334	198	37,761	1956.35	19.30	
Feeder	362	698	0	0	44,642	2224.00	20.07	
Feeder	372	807	232	0	54,686	2516.48	21.73	
Feeder	374	798	420	0	56,522	3183.82	17.75	
Feeder	376	307	261	229	26,276	1417.58	18.54	
Feeder	377	437	231	0	30,965	1346.93	22.99	
Feeder	378	1,657	744	558	123,546	5231.33	23.62	
Feeder	380	338	0	0	21,643	1304.53	16.59	
Feeder	385	306	0	0	19,559	1640.53	11.92	
Feeder	500	177	83	93	13,713	1474.07	9.30	
Feeder	501	1,074	710	510	85,120	3913.35	21.75	
Feeder	502	886	505	414	69,060	3604.82	19.16	
Feeder	504	333	231	0	24,319	1642.75	14.80	
Feeder	505	309	0	0	19,797	1780.27	11.12	

Type	Route	Average Weekday Riders	Average Saturday Riders	Average Sunday Riders	Total Riders	Total Revenue Hours	Total Riders/ Hour	Overall Target
Feeder	506	1,437	914	768	114,624	3160.58	36.27	
Feeder	507	243	130	0	17,225	1325.07	13.00	
Feeder	508	226	127	0	16,130	1291.33	12.49	
Feeder	509	362	137	0	24,936	1549.77	16.09	
Feeder	510	368	0	0	23,533	2445.87	9.62	
Feeder	513	278	218	156	22,821	1281.98	17.80	
Feeder	514	451	0	0	28,867	2217.60	13.02	
Feeder	515	533	331	0	38,398	2618.58	14.66	
Feeder	516	286	186	142	22,727	1346.53	16.88	
Feeder	521	343	109	82	24,492	2538.63	9.65	
Feeder	522	613	213	0	42,009	2445.33	17.18	
Feeder	524	709	553	490	59,424	1510.15	39.35	
Feeder	525	292	0	0	18,658	1659.73	11.24	
Feeder	526	455	299	194	35,688	1110.77	32.13	
Feeder	527	945	372	141	67,267	2079.53	32.35	
Feeder	528	525	412	209	41,862	2234.30	18.74	
Feeder	529	418	324	212	33,912	2379.35	14.25	
Feeder	531	588	309	212	44,605	2106.43	21.18	
Feeder	532	293	0	0	18,746	1162.67	16.12	
Feeder	533	180	0	0	11,497	460.80	24.95	
Feeder	534	1,306	632	564	99,699	4028.40	24.75	
Feeder	535	1,194	566	505	90,838	4497.33	20.20	
Feeder	536	199	0	0	12,729	1297.07	9.81	
Feeder	538	896	614	512	72,497	3077.65	23.56	
Feeder	541	672	259	214	49,354	2874.35	17.17	
Feeder	542	420	241	168	32,347	2433.47	13.29	
Feeder	544	878	378	329	65,690	4058.47	16.19	
Feeder	547	477	247	321	38,213	2419.47	15.79	
Feeder	549	1,344	702	543	102,717	3638.37	28.23	
Feeder	551	436	0	0	27,886	1144.53	24.36	
Feeder	553	364	0	0	23,264	784.00	29.67	
Feeder	554	1,537	1,151	984	127,125	3318.12	38.31	
Feeder	555	181	0	0	11,591	606.93	19.10	
Feeder	560	366	0	0	23,425	1237.33	18.93	
Feeder	566	280	0	0	17,942	1067.73	16.80	
Feeder	568	862	428	355	65,725	4242.27	15.49	
Feeder	571	526	0	0	33,640	2402.13	14.00	
Feeder	574	431	0	0	27,611	1143.47	24.15	
Feeder	582	458	236	0	32,378	1974.03	16.40	
Feeder	583	1,944	966	770	147,777	5388.83	27.42	
Feeder	585	324	0	0	20,747	1683.20	12.33	
Feeder	591	307	167	144	23,842	1309.13	18.21	
Feeder	592	1,213	790	651	97,016	3648.57	26.59	
Feeder	593	1,100	677	554	86,923	2641.23	32.91	
Feeder	594	418	238	176	32,300	2031.27	15.90	
Feeder	595	445	249	204	34,564	3536.65	9.77	
Feeder	597	1,069	449	362	79,310	4239.80	18.71	

Type	Route	Average Weekday Riders	Average Saturday Riders	Average Sunday Riders	Total Riders	Total Revenue Hours	Total Riders/ Hour	Overall Target
Feeder Total		40,521	18,543	12,330	3,007,043	151845.82	19.80	14.85
Crosstown	401	920	444	334	69,344	3469.13	19.99	
Crosstown	402	1,367	769	634	106,371	5931.73	17.93	
Crosstown	403	1,234	525	437	91,930	6058.93	15.17	
Crosstown	404	2,791	1,582	999	213,198	7752.93	27.50	
Crosstown	405	1,610	1,118	958	130,955	7049.95	18.58	
Crosstown	408	1,637	1,013	895	130,491	5632.87	23.17	
Crosstown	409	2,202	1,411	1,127	175,084	6900.83	25.37	
Crosstown	410	1,016	558	460	78,751	3780.23	20.83	
Crosstown	415	794	416	349	61,123	3300.37	18.52	
Crosstown	428	2,047	1,439	1,053	164,479	7790.83	21.11	
Crosstown	444	1,012	507	553	79,067	5218.25	15.15	
Crosstown	445	866	494	404	67,484	2561.85	26.34	
Crosstown	451	1,222	750	511	95,082	4182.53	22.73	
Crosstown	452	621	367	325	49,065	2920.27	16.80	
Crosstown	453	2,636	1,586	1,227	206,469	7940.82	26.00	
Crosstown	463	1,749	1,048	701	135,383	5020.32	26.97	
Crosstown	466	3,398	2,073	1,771	269,215	8928.62	30.15	
Crosstown	467	2,265	1,483	1,214	181,261	6422.67	28.22	
Crosstown	475	1,031	704	553	82,843	5224.75	15.86	
Crosstown	486	2,814	1,879	898	217,108	6957.22	31.21	
Crosstown	488	2,148	1,246	1,022	167,956	5570.53	30.15	
Crosstown Total		35,381	21,411	16,425	2,772,660	118615.63	23.38	17.53
Shuttle	702	557	536	297	46,795	706.60	66.23	
Shuttle	749	532	484	432	46,371	2030.18	22.84	
Shuttle	840	168	59	0	11,527	1079.20	10.68	
Shuttle	841	192	0	0	12,259	858.67	14.28	
Shuttle	843	83	0	0	5,319	410.67	12.95	
Shuttle	870	221	93	0	15,343	1644.72	9.33	
Shuttle	887	83	0	0	5,299	698.67	7.58	
Shuttle Total		1,836	1,171	729	142,914	7,428.70	19.24	14.43
GoLink	Inland Port	47	38	30	3,998	1136.75	3.52	
GoLink	Kleberg	68	0	0	4,349	1945.86	2.23	
GoLink	Rylie	30	0	0	1,901	991.61	1.92	
GoLink	North Central Plano	153	0	0	9,803	2680.19	3.66	
GoLink	Legacy West	167	0	0	10,656	3184.40	3.35	
GoLink	Rowlett	135	0	0	8,625	2973.95	2.90	
GoLink	Far North Plano	62	0	0	3,979	1708.82	2.33	
GoLink	Farmers Branch	41	0	0	2,592	1046.10	2.48	
GoLink	Glenn Heights	25	0	0	1,603	902.61	1.78	
GoLink	Lake Highlands	27	0	0	1,719	956.65	1.80	
GoLink	Lakewood	21	0	0	1,349	927.22	1.45	
GoLink	North Dallas	38	0	0	2,462	1109.11	2.22	
GoLink	Park Cities	10	0	0	638	764.55	0.83	

Type	Route	Average Weekday Riders	Average Saturday Riders	Average Sunday Riders	Total Riders	Total Revenue Hours	Total Riders/ Hour	Overall Target
GoLink Total		823	38	30	53,674	20,327.82	2.64	1.98
Site Specific	BAY	218	0	0	13,935	904.53	15.41	
Site Specific	DFW	200	92	0	13,988	1092.12	12.81	
Site Specific	MATA	1,394	2,417	2,051	149,327	3030.10	49.28	
Site Specific	MCE	93	0	0	5,974	550.40	10.85	
Site Specific	Galatyn Park	96	0	0	6,135	432.00	14.20	
Site Specific	TI	183	11	11	12,008	2107.73	5.70	
Site Specific	UTD	3,797	1,930	1,201	284,891	8030.87	35.47	
Site Specific	UTSW	257	0	0	16,437	689.07	23.85	
Site Specific	704	1,269	271	253	88,260	2425.43	36.39	
Site Specific	705	439	215	187	33,524	2282.58	14.69	
Site Specific	768	739	109	8	48,828	2315.25	21.09	
Site Specific Total		8,683	5,045	3,712	673,307	23,860.08	28.22	21.16

Passenger Miles per Revenue Mile

This is a new performance measure reported for the first time at DART. Route 705 – one of the Parkland shuttle services – did not have sufficient data to reliably report this performance measure. Q3 results appear in the following table:

Table 5: Passenger Mile Per Revenue Mile for 3rd QTR 2019

Type	Route	Total Pass. Mile	Total Rev. Mile	Total Pass. Mile/ Rev.	Overall Target
Local	2	289,812.16	46,836.03	6.19	
Local	11	1,239,105.74	138,547.61	8.94	
Local	12	251,988.75	69,277.14	3.64	
Local	19	468,931.86	95,536.53	4.91	
Local	21	138,261.57	47,783.58	2.89	
Local	24	141,310.57	26,811.71	5.27	
Local	26	265,264.14	43,134.04	6.15	
Local	27	26,311.84	12,055.18	2.18	
Local	29	160,693.97	47,005.11	3.42	
Local	31	406,494.87	81,913.06	4.96	
Local	35	197,554.97	48,548.71	4.07	
Local	36	510,294.92	77,226.99	6.61	
Local	39	138,099.09	25,876.33	5.34	
Local	42	131,434.28	37,677.35	3.49	
Local	52	169,907.62	37,174.10	4.57	
Local	59	188,593.27	36,827.44	5.12	
Local	60	345,598.91	56,945.16	6.07	
Local	63	226,127.99	41,553.63	5.44	
Local	76	211,495.17	42,466.05	4.98	

Type	Route	Total Pass. Mile	Total Rev. Mile	Total Pass. Mile/ Rev.	Overall Target
Local	81	184,023.17	48,302.93	3.81	
Local	82	137,223.58	40,066.91	3.42	
Local	84	232,425.52	70,660.51	3.29	
Local	110	724,893.56	59,546.94	12.17	
Local	111	225,672.51	42,707.81	5.28	
Local	155	61,958.88	11,728.35	5.28	
Local	161	915,905.72	120,748.13	7.59	
Local	164	1,263,187.61	154,041.12	8.20	
Local	183	914,550.71	91,851.65	9.96	
Local Total		10,167,122.96	1,652,850.11	6.15	4.61
Express	205	292,777.87	24,748.80	11.83	
Express	206	726,150.01	61,410.31	11.82	
Express	208	1,053,347.50	74,765.80	14.09	
Express	210	178,670.76	32,075.03	5.57	
Express	211	144,668.86	44,354.25	3.26	
Express	278	229,960.01	27,074.71	8.49	
Express	283	629,891.23	77,123.36	8.17	
Express Total		3,255,466.23	341,552.27	9.53	7.15
Feeder	333	61,241.33	20,380.42	3.00	
Feeder	347	250,179.57	42,511.01	5.89	
Feeder	350	236,801.09	54,809.92	4.32	
Feeder	360	172,708.58	41,654.88	4.15	
Feeder	361	117,771.40	29,770.40	3.96	
Feeder	362	196,606.98	37,224.47	5.28	
Feeder	372	240,911.74	46,277.45	5.21	
Feeder	374	180,926.18	42,436.05	4.26	
Feeder	376	64,327.15	23,590.75	2.73	
Feeder	377	87,733.38	19,751.02	4.44	
Feeder	378	527,986.24	77,390.95	6.82	
Feeder	380	63,617.60	20,181.92	3.15	
Feeder	385	63,925.77	25,981.12	2.46	
Feeder	500	50,202.48	22,213.28	2.26	
Feeder	501	357,691.65	62,664.52	5.71	
Feeder	502	116,286.08	38,899.73	2.99	
Feeder	504	69,537.00	23,576.68	2.95	
Feeder	505	70,038.53	26,467.91	2.65	
Feeder	506	160,770.21	37,736.94	4.26	
Feeder	507	51,162.39	20,094.01	2.55	
Feeder	508	34,984.64	16,230.18	2.16	
Feeder	509	87,184.46	24,377.88	3.58	
Feeder	510	106,377.42	40,225.05	2.64	
Feeder	513	58,351.22	21,601.73	2.70	
Feeder	514	78,259.11	28,726.81	2.72	
Feeder	515	86,426.22	34,596.02	2.50	
Feeder	516	40,656.17	19,573.96	2.08	

Type	Route	Total Pass. Mile	Total Rev. Mile	Total Pass. Mile/ Rev.	Overall Target
Feeder	521	43,816.18	26,834.28	1.63	
Feeder	522	105,433.09	35,907.84	2.94	
Feeder	524	93,927.02	21,905.75	4.29	
Feeder	525	49,774.60	22,722.96	2.19	
Feeder	526	56,446.47	15,224.36	3.71	
Feeder	527	135,326.50	30,699.82	4.41	
Feeder	528	121,613.41	35,684.05	3.41	
Feeder	529	97,162.69	38,441.44	2.53	
Feeder	531	152,933.79	34,022.59	4.50	
Feeder	532	45,029.45	17,469.23	2.58	
Feeder	533	19,018.02	6,627.00	2.87	
Feeder	534	475,683.08	63,162.59	7.53	
Feeder	535	253,160.12	60,443.72	4.19	
Feeder	536	49,835.31	18,645.54	2.67	
Feeder	538	136,721.94	43,943.73	3.11	
Feeder	541	130,342.29	39,040.15	3.34	
Feeder	542	85,928.63	31,494.82	2.73	
Feeder	544	208,139.41	59,241.21	3.51	
Feeder	547	107,179.66	35,246.06	3.04	
Feeder	549	448,481.61	60,852.00	7.37	
Feeder	551	84,688.69	21,413.14	3.95	
Feeder	553	38,577.88	11,059.32	3.49	
Feeder	554	296,559.27	50,948.89	5.82	
Feeder	555	28,242.38	10,212.32	2.77	
Feeder	560	74,187.57	20,986.65	3.53	
Feeder	566	49,292.89	17,417.23	2.83	
Feeder	568	194,140.10	64,314.29	3.02	
Feeder	571	139,943.69	40,913.74	3.42	
Feeder	574	149,353.91	26,442.98	5.65	
Feeder	582	81,074.27	29,482.97	2.75	
Feeder	583	397,825.99	71,360.12	5.57	
Feeder	585	48,870.90	23,225.60	2.10	
Feeder	591	47,133.07	21,417.24	2.20	
Feeder	592	236,659.95	57,412.60	4.12	
Feeder	593	216,004.18	43,789.21	4.93	
Feeder	594	71,584.95	34,001.47	2.11	
Feeder	595	130,817.18	60,036.01	2.18	
Feeder	597	358,582.79	68,461.92	5.24	
Feeder Total		9,092,157.55	2,269,449.88	4.01	3.00
Crosstown	401	276,875.29	50,561.00	5.48	
Crosstown	402	577,709.96	95,913.37	6.02	
Crosstown	403	502,880.47	103,174.52	4.87	
Crosstown	404	1,066,169.33	113,847.98	9.36	
Crosstown	405	678,704.78	105,842.30	6.41	
Crosstown	408	667,923.32	82,880.49	8.06	
Crosstown	409	543,094.32	78,347.67	6.93	

Type	Route	Total Pass. Mile	Total Rev. Mile	Total Pass. Mile/Rev.	Overall Target
Crosstown	410	383,289.39	64,514.11	5.94	
Crosstown	415	249,557.77	44,061.90	5.66	
Crosstown	428	792,794.70	116,648.15	6.80	
Crosstown	444	232,597.11	67,100.90	3.47	
Crosstown	445	164,444.00	35,636.92	4.61	
Crosstown	451	484,811.44	65,525.32	7.40	
Crosstown	452	234,127.31	49,014.08	4.78	
Crosstown	453	943,578.38	115,680.19	8.16	
Crosstown	463	566,966.52	75,803.59	7.48	
Crosstown	466	1,217,728.34	143,659.97	8.48	
Crosstown	467	711,070.56	101,889.20	6.98	
Crosstown	475	430,224.37	85,040.10	5.06	
Crosstown	486	812,986.02	98,520.68	8.25	
Crosstown	488	661,904.42	75,113.71	8.81	
Crosstown Total		12,199,437.79	1,768,776.15	6.90	5.17
Shuttle	702	27,528.33	4,925.69	5.59	
Shuttle	749	99,459.45	25,409.36	3.91	
Shuttle	840	26,800.79	18,505.74	1.45	
Shuttle	841	42,072.69	14,308.22	2.94	
Shuttle	843	11,610.40	5,696.92	2.04	
Shuttle	870	36,197.40	19,807.00	1.83	
Shuttle	887	16,126.41	12,532.79	1.29	
Shuttle Total		259,795.47	101,185.71	2.57	1.93

Subsidy per Passenger

The following table shows overall Q3 subsidy per passenger for each route/service.

Table 6: Subsidy per Passenger for 3rd QTR 2019

Type	Route	Rider	Subsidy	Subsidy per Passenger	Overall Target
Local	2	126,040	\$431,918.14	\$3.43	
Local	11	384,247	\$1,145,439.10	\$2.98	
Local	12	96,382	\$727,180.15	\$7.54	
Local	19	163,600	\$994,824.12	\$6.08	
Local	21	35,068	\$508,833.94	\$14.51	
Local	24	78,829	\$306,458.01	\$3.89	
Local	26	112,784	\$419,599.20	\$3.72	
Local	27	13,474	\$143,365.51	\$10.64	
Local	29	71,491	\$466,915.70	\$6.53	
Local	31	92,720	\$747,702.46	\$8.06	
Local	35	54,126	\$470,466.56	\$8.69	
Local	36	96,841	\$678,575.72	\$7.01	

Type	Route	Rider	Subsidy	Subsidy per Passenger	Overall Target
Local	39	69,175	\$302,987.89	\$4.38	
Local	42	37,596	\$387,597.71	\$10.31	
Local	52	63,695	\$374,173.85	\$5.87	
Local	59	55,074	\$383,091.94	\$6.96	
Local	60	69,814	\$500,312.78	\$7.17	
Local	63	58,490	\$356,172.51	\$6.09	
Local	76	75,647	\$428,589.20	\$5.67	
Local	81	62,721	\$456,088.66	\$7.27	
Local	82	39,820	\$392,031.35	\$9.85	
Local	84	67,669	\$707,695.79	\$10.46	
Local	110	127,636	\$449,991.67	\$3.53	
Local	111	55,666	\$399,051.57	\$7.17	
Local	155	12,247	\$127,846.93	\$10.44	
Local	161	153,815	\$923,211.73	\$6.00	
Local	164	221,804	\$1,189,985.94	\$5.37	
Local	183	94,748	\$598,202.18	\$6.31	
Local Total		2,591,220	\$15,018,310.32	\$5.80	\$7.73
Express	205	25,317	\$203,349.06	\$8.03	
Express	206	64,109	\$475,775.21	\$7.42	
Express	208	65,353	\$609,262.07	\$9.32	
Express	210	12,991	\$297,338.47	\$22.89	
Express	211	18,859	\$489,345.81	\$25.95	
Express	278	34,430	\$270,525.33	\$7.86	
Express	283	63,983	\$514,707.06	\$8.04	
Express Total		285,042	\$2,860,303.02	\$10.03	\$13.38
Feeder	333	18,314	\$209,519.05	\$11.44	
Feeder	347	49,144	\$466,358.91	\$9.49	
Feeder	350	52,713	\$481,468.00	\$9.13	
Feeder	360	74,696	\$428,424.52	\$5.74	
Feeder	361	37,761	\$286,410.84	\$7.58	
Feeder	362	44,642	\$349,778.75	\$7.84	
Feeder	372	54,686	\$375,779.99	\$6.87	
Feeder	374	56,522	\$428,197.06	\$7.58	
Feeder	376	26,276	\$214,636.13	\$8.17	
Feeder	377	30,965	\$205,485.47	\$6.64	
Feeder	378	123,546	\$692,792.31	\$5.61	
Feeder	380	21,643	\$203,006.78	\$9.38	
Feeder	385	19,559	\$267,532.57	\$13.68	
Feeder	500	13,713	\$248,585.78	\$18.13	
Feeder	501	85,120	\$533,789.29	\$6.27	
Feeder	502	69,060	\$391,492.27	\$5.67	
Feeder	504	24,319	\$223,597.77	\$9.19	
Feeder	505	19,797	\$269,772.63	\$13.63	
Feeder	506	114,624	\$354,786.13	\$3.10	
Feeder	507	17,225	\$201,831.63	\$11.72	

Type	Route	Rider	Subsidy	Subsidy per Passenger	Overall Target
Feeder	508	16,130	\$184,951.52	\$11.47	
Feeder	509	24,936	\$222,454.67	\$8.92	
Feeder	510	23,533	\$373,153.99	\$15.86	
Feeder	513	22,821	\$210,036.60	\$9.20	
Feeder	514	28,867	\$307,310.66	\$10.65	
Feeder	515	38,398	\$358,088.03	\$9.33	
Feeder	516	22,727	\$186,124.10	\$8.19	
Feeder	521	24,492	\$298,195.12	\$12.18	
Feeder	522	42,009	\$349,734.15	\$8.33	
Feeder	524	59,424	\$275,612.56	\$4.64	
Feeder	525	18,658	\$228,993.18	\$12.27	
Feeder	526	35,688	\$154,806.00	\$4.34	
Feeder	527	67,267	\$281,306.19	\$4.18	
Feeder	528	41,862	\$305,014.22	\$7.29	
Feeder	529	33,912	\$348,629.01	\$10.28	
Feeder	531	44,605	\$316,065.84	\$7.09	
Feeder	532	18,746	\$184,581.60	\$9.85	
Feeder	533	11,497	\$73,660.44	\$6.41	
Feeder	534	99,699	\$576,032.74	\$5.78	
Feeder	535	90,838	\$561,895.70	\$6.19	
Feeder	536	12,729	\$218,854.22	\$17.19	
Feeder	538	72,497	\$427,549.70	\$5.90	
Feeder	541	49,354	\$361,462.00	\$7.32	
Feeder	542	32,347	\$362,101.03	\$11.19	
Feeder	544	65,690	\$555,464.98	\$8.46	
Feeder	547	38,213	\$357,324.92	\$9.35	
Feeder	549	102,717	\$530,767.25	\$5.17	
Feeder	551	27,886	\$187,378.23	\$6.72	
Feeder	553	23,264	\$144,034.65	\$6.19	
Feeder	554	127,125	\$427,737.41	\$3.36	
Feeder	555	11,591	\$112,717.56	\$9.72	
Feeder	560	23,425	\$200,103.07	\$8.54	
Feeder	566	17,942	\$207,616.82	\$11.57	
Feeder	568	65,725	\$601,402.63	\$9.15	
Feeder	571	33,640	\$347,942.62	\$10.34	
Feeder	574	27,611	\$211,271.38	\$7.65	
Feeder	582	32,378	\$323,756.39	\$10.00	
Feeder	583	147,777	\$707,200.92	\$4.79	
Feeder	585	20,747	\$292,957.62	\$14.12	
Feeder	591	23,842	\$242,876.18	\$10.19	
Feeder	592	97,016	\$534,012.79	\$5.50	
Feeder	593	86,923	\$395,699.67	\$4.55	
Feeder	594	32,300	\$300,301.46	\$9.30	
Feeder	595	34,564	\$551,308.28	\$15.95	
Feeder	597	79,310	\$593,453.16	\$7.48	
Feeder Total		3,007,043	\$21,825,187.16	\$7.26	\$9.68

Type	Route	Rider	Subsidy	Subsidy per Passenger	Overall Target
Crosstown	401	69,344	\$447,382.32	\$6.45	
Crosstown	402	106,371	\$854,491.77	\$8.03	
Crosstown	403	91,930	\$823,217.75	\$8.95	
Crosstown	404	213,198	\$971,982.95	\$4.56	
Crosstown	405	130,955	\$882,433.96	\$6.74	
Crosstown	408	130,491	\$703,057.83	\$5.39	
Crosstown	409	175,084	\$757,496.41	\$4.33	
Crosstown	410	78,751	\$540,013.40	\$6.86	
Crosstown	415	61,123	\$443,291.29	\$7.25	
Crosstown	428	164,479	\$1,008,591.21	\$6.13	
Crosstown	444	79,067	\$630,756.61	\$7.98	
Crosstown	445	67,484	\$366,540.37	\$5.43	
Crosstown	451	95,082	\$645,241.14	\$6.79	
Crosstown	452	49,065	\$479,315.70	\$9.77	
Crosstown	453	206,469	\$972,593.84	\$4.71	
Crosstown	463	135,383	\$646,505.66	\$4.78	
Crosstown	466	269,215	\$1,054,965.57	\$3.92	
Crosstown	467	181,261	\$803,032.25	\$4.43	
Crosstown	475	82,843	\$715,028.65	\$8.63	
Crosstown	486	217,108	\$771,197.87	\$3.55	
Crosstown	488	167,956	\$636,514.10	\$3.79	
Crosstown Total		2,772,660	\$15,153,650.66	\$5.47	\$7.29
Shuttle	702	46,795	\$112,012.93	\$2.39	
Shuttle	749	46,371	\$284,339.63	\$6.13	
Shuttle	840	11,527	\$207,613.25	\$18.01	
Shuttle	841	12,259	\$189,613.36	\$15.47	
Shuttle	843	5,319	\$79,095.67	\$14.87	
Shuttle	870	15,343	\$239,101.59	\$15.58	
Shuttle	887	5,299	\$117,059.46	\$22.09	
Shuttle Total		142,914	\$1,228,835.89	\$8.60	\$11.46
GoLink	Inland Port	3,998	\$49,306.57	\$12.33	
GoLink	Kleberg	4,349	\$83,301.79	\$19.15	
GoLink	Rylie	1,901	\$42,303.20	\$22.25	
GoLink	North Central Plano	9,803	\$113,145.81	\$11.54	
GoLink	Legacy West	10,656	\$135,517.88	\$12.72	
GoLink	Rowlett	8,625	\$127,393.09	\$14.77	
GoLink	Far North Plano	3,979	\$70,316.16	\$17.67	
GoLink	Farmers Branch	2,592	\$44,944.86	\$17.34	
GoLink	Glenn Heights	1,603	\$38,565.11	\$24.06	
GoLink	Lake Highlands	1,719	\$41,413.23	\$24.09	
GoLink	Lakewood	1,349	\$39,877.61	\$29.56	
GoLink	North Dallas	2,462	\$47,689.52	\$19.37	
GoLink	Park Cities	638	\$33,118.53	\$51.91	
GoLink Total		53,674	\$866,893.36	\$16.15	\$21.53
Site Specific	BAY	13,935	\$12,500.00	\$0.90	

Type	Route	Rider	Subsidy	Subsidy per Passenger	Overall Target
Site Specific	DFW	13,988	\$34,648.90	\$2.48	
Site Specific	MATA				
Site Specific	MCE	5,974	\$6,900.00	\$1.16	
Site Specific	Galatyn Park	6,135	\$16,030.25	\$2.61	
Site Specific	TI	12,008	\$68,750.00	\$5.73	
Site Specific	UTD	284,891	\$266,041.59	\$0.93	
Site Specific	UTSW	16,437	\$24,875.00	\$1.51	
Site Specific	704	88,260	\$203,659.03	\$2.31	
Site Specific	705	33,524	\$174,915.77	\$5.22	
Site Specific	768	48,828	\$90,450.00	\$1.85	
Site Specific Total		523,980	\$898,770.54	\$1.72	\$2.29

Route Deficiencies

Under the new Service Standards, a route is considered a deficient performer when it fails to meet any of the three standards. In the table below we have included a short writeup for each of the deficient routes describing known issues, and where possible, potential future service changes or other actions for the route. Most routes appearing in the table were also deficient performers for Q2. After the table we have included a map showing the general location of each route.

Route	Discussion
21	Route 21 is a local route operating in Dallas, generally in Oak Cliff along Bishop, Llewellyn, and Edgefield. Sections of the route track closely with other routes in the area, diminishing potential ridership. We will examine this route in greater detail during upcoming Service Plan work.
27	Route 27 is a Dallas local route that serves portions of Harry Hines and Uptown between Downtown and Parkland Station. It is a perennial low performer and was proposed for elimination a number of years ago. After complaints from a facility serving Seniors, service was retained despite low performance. We will examine alternatives during upcoming Service Plan work.
35	Route 35 is a Dallas local route that serves two different areas. In West Dallas, the route covers industrial and commercial areas along West Commerce and LaReunion that do not generate major ridership. In South Dallas, the route covers Harwood, Crozier, and several other streets. This route has not fallen below standards in recent quarters. We will examine this route in greater detail during upcoming Service Plan work.
42	Route 42 is a Dallas local route that serves Oak Cliff, operating primarily on Edgefield Drive. Edgefield sits only 1/3-mile from the Tyler/Vernon corridor, and this route is a rare example of duplication in the DART network. Given challenges operating on relatively narrow streets and proximity to other routes, we will examine whether this route should be discontinued, with resources reallocated to other services.

Route	Discussion
82	Route 82 is a Dallas local route that serves Skillman and Live Oak to the North and Beckley and Zang to the south. It is effectively a branch of the former Route 1, a route which was re-branded as Routes 81 and 82 in March 2018 service changes. Parts of this route are relatively close to other parallel services, and this route is an example of duplication in the DART network. We will examine options during upcoming Service Plan work.
84	Route 84 is a relatively new Dallas route that was created from the older Capitol branch of Route 24, and then extended from Mockingbird Station to Richland College via Greenville Avenue. Operations began in March 2018, and the route is still in its developmental stage. We will monitor future ridership growth and evaluate this route to determine whether future actions are warranted.
210	Route 210 is an express route anchored at Jack Hatchell Transit Center in Plano. Many of the customers moved to Route 208 when that route was established, and we have reduced service levels on 210 since the riders moved over to the NW Plano service. The upcoming Service Plan should examine the future of this route and whether resources should be allocated to provide more service on 208, which has periodic overcrowding.
211	Route 211 is an express route in Plano, connecting Parker Road Station with the Legacy area. It operates during peak periods only and has not performed well since service was initiated. In order to encourage additional ridership, we have recently added additional stops along Spring Creek and will monitor the impact on ridership.
385	Route 385 is a feeder route operating in Garland, mainly the southern part from Lake Ray Hubbard Park & Ride, with connecting service to Rowlett Station. It has historically been a low performer, and we believe it is a candidate for potential conversion to GoLink demand responsive service. Service Planning staff are examining options for future service changes.
403	Route 403 is a crosstown route operating on Belt Line, and then continuing south from Downtown Carrollton Station to Irving Convention Center Station. It serves Richardson, Dallas, Carrollton, Farmers Branch, and Irving. It was created in March 2018 by breaking the old Route 400 alignment into two separate routes with an overlapping section of more frequent service between Carrollton and Richardson. 403 is the western part of the new 402/403 route service. Many sections of the route did not have weekend service until the route was changed. This route is still in the developmental stage for ridership, and staff will continue to assess how it is doing.
444	Route 444 is a crosstown route operating in Dallas, mainly in Oak Cliff, with key route segments on Clarendon, 8 th , Corinth, and Lancaster. It has traditionally been a moderate performer – particularly on the western end of the route along Clarendon. We will examine options during upcoming Service Plan work.
452	Route 452 is a crosstown route operating in Plano, connecting Parker Road Station to Legacy. A significant portion of this route runs east-west on Parker Road. It has traditionally been a moderate performer. We will examine options during upcoming Service Plan work.

Route	Discussion
475	Route 475 is a crosstown route operating in Dallas, generally in East Dallas, Pleasant Grove, and Lake Highlands. It has traditionally been a moderate performer, with some quarters falling below standards, and other quarters rising just above. We will examine options during upcoming service plan work.
500	Route 500 is a feeder route operating in Irving and the Cypress Waters section of Dallas. It has traditionally been a low performer. This route (along with nearby service on Route 510) may be a candidate for possible GoLink conversion, and we will examine options during the upcoming Service Plan work.
505	Route 505 is a feeder route operating in Irving, running along Northgate, Rochelle, and Esters. It has traditionally been a low-performing route. We will examine options during the upcoming Service Plan work.
507	Route 507 is a feeder route operating in Irving, primarily on O'Connor between Downtown Irving and Las Colinas Urban Center. This route (along with nearby service on Route 508) may be a candidate for possible GoLink conversion, and we will examine options during the upcoming Service Plan work.
508	Route 508 is a feeder route operating in Irving. This route (along with nearby service on Route 507) may be a candidate for possible GoLink conversion, and we will examine options during the upcoming Service Plan work.
510	Route 510 is a feeder route operating in Irving. It has traditionally been a low performer. This route (along with nearby service on Route 500) may be a candidate for possible GoLink conversion, and we will examine options during the upcoming Service Plan work.
514	Route 514 is a feeder route operating in Irving, generally along Grauwlyer and Pioneer. This route was above standard in Q1, and we will conduct an analysis to determine whether performance changes are part of a trend or due to other factors. If needed, we will examine this route in greater detail during the upcoming Service Plan work.
521	Route 521 is a feeder route operating in Dallas and the Park Cities, connecting Cityplace Station, Mockingbird Station, and sections along Hillcrest Road. Ridership has improved in recent years, but this route remains underperforming. We will examine this route in greater detail during the upcoming Service Plan work.
525	Route 525 is a feeder route operating in the Stemmons Corridor of Dallas, primarily along Regal Row, Texas 183, and IH-35E. We will examine this route in greater detail during the upcoming Service Plan work.
529	Route 529 is a feeder route operating in Dallas, primarily along Lemmon Avenue and Marsh Lane. It connects Inwood/Love Field and Royal Lane Stations. We will examine this route during the upcoming Service Plan work.
536	Route 536 is a feeder route operating in Addison and Carrollton, anchored at either end by Trinity Mills Station or Addison Transit Center. This route (along with nearby service on Route 333) may be a candidate for possible GoLink conversion, and we will examine options during the upcoming Service Plan work.

Route	Discussion
542	Route 542 is a feeder route operating in Dallas and Cockrell Hill, mainly along Davis Street. The western part of the route (along with Route 568) may be a candidate for possible GoLink conversion, and we will examine options during the upcoming Service Plan work.
585	Route 585 is a feeder route operating in Dallas and Richardson, serving Hamilton Park, TI, Richland College, and surrounding residential neighborhoods. This route was established in March 2018 and is in its developmental phase. Staff will continue to review ways to improve ridership and performance.
840	Route 840 is a flex route operating in South Irving. This route is a candidate for possible GoLink conversion, and we will examine options during the upcoming Service Plan work.
870	Route 870 is a flex route operating in Plano, serving Downtown Plano, parts of East Plano, and Collin Creek Mall. The gradual closure of Collin Creek Mall has resulted in steady drops in ridership for this service, and the mall will completely close for redevelopment during Q4. This route is a candidate for possible GoLink conversion, and we will examine options during the upcoming Service Plan work.
887	Route 887 is a flex route operating in Rowlett. With service now available in the entire City of Rowlett through the Rowlett GoLink service, staff will likely propose to discontinue this service for a future service change.
Glenn Heights GoLink	The Glenn Heights zone was recently transitioned to GoLink Service. It serves all of Glenn Heights, with midday connections to Blue Line LRT service and shopping areas along Wheatland Road in Dallas. Ridership has been dropping in recent months, precipitated in part by closure of one of the key midday destinations for the service: the WalMart store on Wheatland Road. UberPool service will be available in this zone in September, and we will reduce our reliance on dedicated vehicles in the expectation that performance metrics will improve.
Lake Highlands GoLink	The Lake Highlands zone was recently transitioned to GoLink Service. It serves parts of Dallas in the Lake Highlands area. Ridership has been trending down slightly in recent years. UberPool service will be available in this zone in September, and we will reduce our reliance on dedicated vehicles in the expectation that performance metrics will improve.
Lakewood GoLink	The Lakewood zone was recently transitioned to GoLink Service. It serves parts of Dallas east of Abrams Road, anchored at Mockingbird Station. Ridership has been trending down slightly in recent years. UberPool service will be available in this zone in September, and we will reduce our reliance on dedicated vehicles in the expectation that performance metrics will improve.
Park Cities GoLink	The Park Cities On Call has now been re-branded as a GoLink service. It serves Highland Park and parts of University Park and Dallas. It traditionally has very light ridership, and subsidy per passenger will continue to be unusually high while a dedicated vehicle is assigned to the zone. Once appropriate TNC support is available for this zone in September, we plan to reduce use of dedicated vehicles, and performance should improve somewhat.

Route	Discussion
Rylie GoLink	The Rylie GoLink zone serves low-density residential areas in the far southeastern part of Dallas. Performance for this zone is affected by the low densities and use of dedicated vehicles. Effective in Q2 this zone started to share its dedicated vehicle with the nearby Kleberg zone, and we are integrating TNC support to improve cost-effectiveness.

The following map (Figure 1) shows the general location of each of the deficient performers:

Figure 1: Location of the Deficient Performers

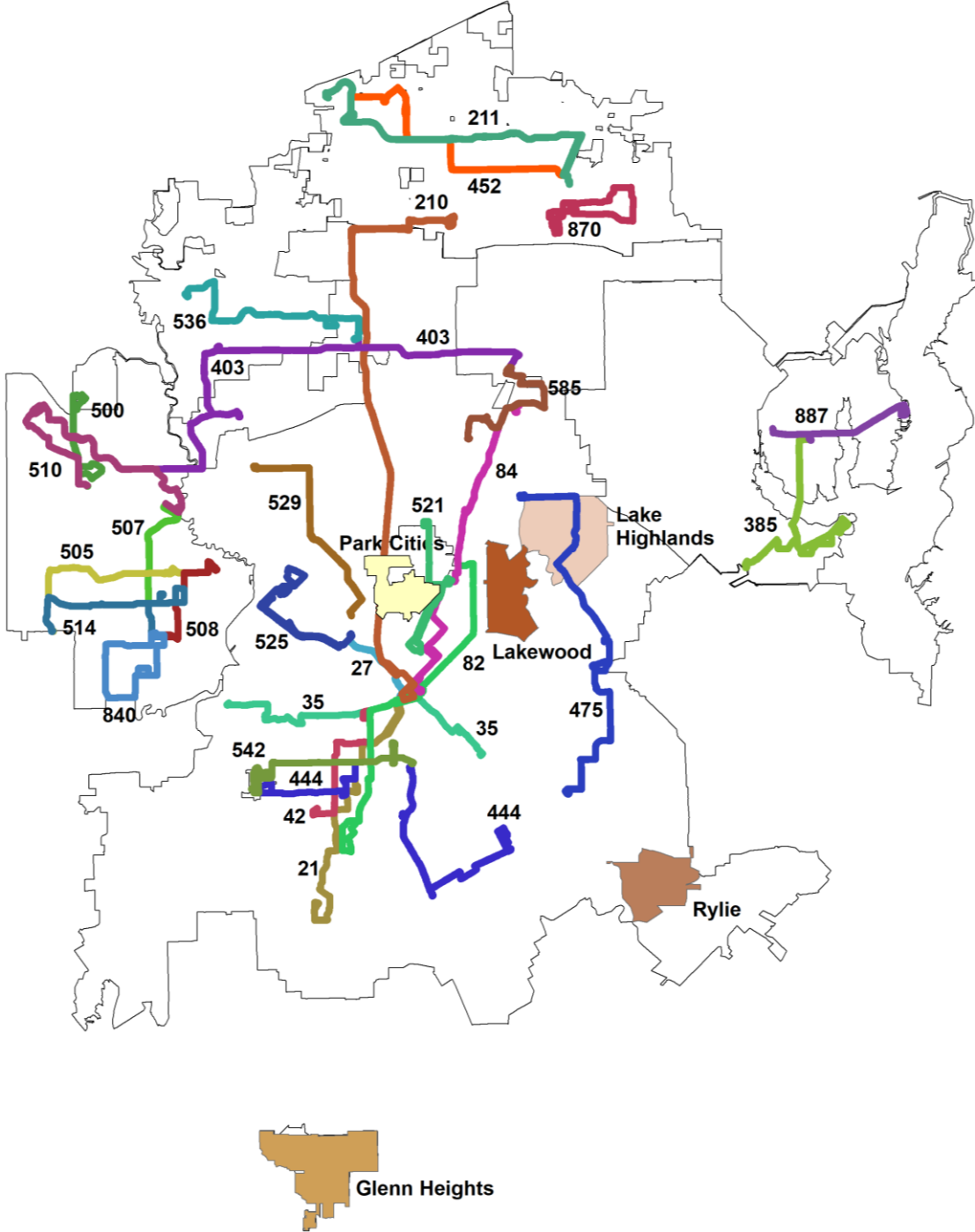


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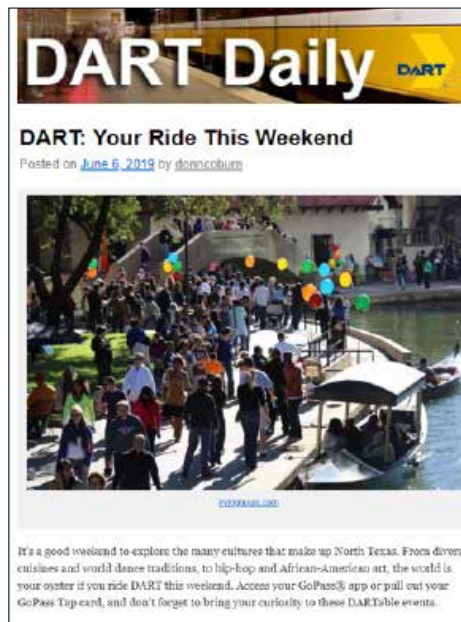
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GoPass® Tap Card (continued)

By the Numbers:

- Media (print, radio, TV, outdoor displays, websites, social media and events)
 - Ads: 236,270
 - Market value: \$164,146
 - Impressions: 8.7 million



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Cotton Belt “Silver Line” Project

Project Overview:

The primary purpose of the historic Cotton Belt Corridor Regional Rail Project is to provide passenger rail connections and service that will improve mobility, accessibility and system linkages to major employment and activity centers in the northern part of the DART Service Area. The Marketing & Communications Department is responsible for the development of the brand identity for the new Silver Line service.



Project Elements:

- Focus group testing was conducted in the summer of 2018 to determine brand name, brand colors and train livery design
- DART Board approved the Silver Line brand name in July 2019

Highlights:

- A series of Silver Line groundbreaking events is being planned across five cities with a culminating luncheon at the DFW Airport Hyatt and will be held on Sept. 19, 2019.



New Silver Line livery will be finalized with the manufacturer, Stadler.

By the Numbers:

- The New Silver Line Regional Rail service will connect Dallas/Fort Worth International Airport to Plano at Shiloh Road
 - 63-mile regional rail service
 - Service in seven cities: Grapevine, Coppell, Dallas, Carrollton, Addison, Richardson and Plano
 - Serving four north Texas counties

National Get on Board Day

April 25

Project Overview:

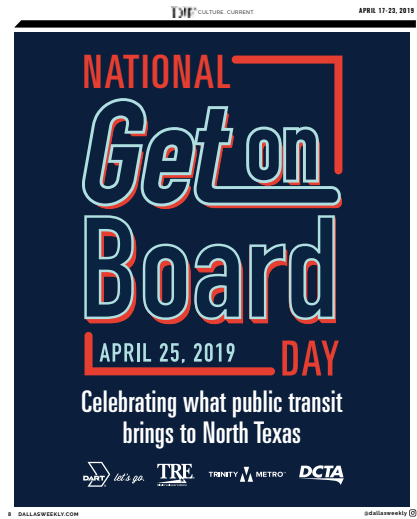
The agency joined this national celebration by the American Public Transit Association to show our appreciation to current customers, drive awareness of regional public transit and encourage nonriders to give transit a try. The initiative also functioned as an opportunity to advocate for public transit with stakeholders.

Project Elements

- Digital and social media
- Customer engagement events at 13 stations
 - Station locations: West End, Akard, St. Paul, Pearl/Arts District, Victory, Eddie Bernice Johnson Union, Parker Road, Downtown Rowlett, Westmoreland, Mockingbird, Trinity Mills, North Lake College and Downtown Garland stations
 - Get on Board Day stickers and breakfast bars giveaways
- Get on Board Day proclamation signed by DART Board April 23, 2019

Highlights:

- Regional coordination and planning with DCTA and Trinity MetroSM.
- Media impressions for Get on Board Day exceeded 473,000 impressions.
- NBC 5 and Fox 4 News provided coverage of the April 25 event.
- The cities of Carrollton, Garland and Plano promoted Get on Board Day and potentially reached 60,000 people.
- Social media impressions from our Get on Board Day content reflected 11.1 percent of our total social media impressions and 18.6 percent of our social media engagements in April 2019.



National Get on Board Day (continued)

By the Numbers:

- 13 Facebook posts: 24,553 impressions and 585 engagements
- 12 tweets on Twitter: 13,557 impressions and 115 engagements
- 12 Instagram posts: 6,025 impressions and 205 engagements
- 3 DART Daily articles: 1,362 views
- Media (print, social media and outdoor displays)
 - Ads: 98,602
 - Market value: \$35,200
 - Impressions: 4.6 million



EarthX

April 26-28

Project Overview:

DART has a long-standing partnership with EarthX. At the April 26-28 EarthX event at Fair Park in Dallas, DART Special Events and a street team staffed a booth, and a DART battery electric bus was onsite for the duration of the event.



Project Elements:

- Digital and social media
- Banners and bus sides

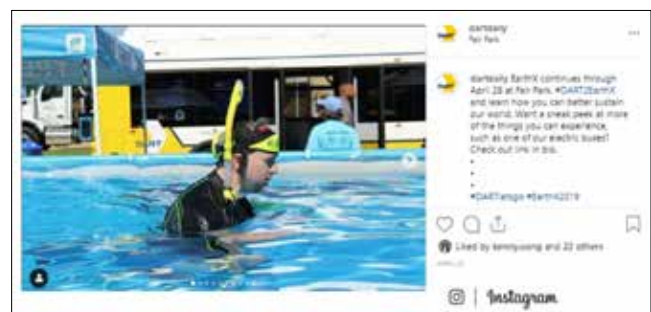
Highlights:

- An Instagram takeover was held April 8-12, and EarthX provided content on DART's Instagram page for each day of the week.
 - "We All Need Water" was the theme for all 5 posts.
 - The 5 posts generated 2,888 impressions and 91 engagements.



By the Numbers:

- 8 Facebook posts: 10,924 impressions and 164 engagements
- 8 tweets on Twitter: 13,625 impressions and 91 engagements
- 15 Instagram posts: 6,173 impressions and 114 engagements
- 7 DART Daily articles: 234 views
- Media (print, online and mobile)
 - Ads: 30
 - Market value: \$25,095
 - Impressions: 3 million



National Bike to Work Day

May 17

Project Overview:

DART promoted National Bike to Work Day with an event and marketing and communications messaging to help influence favorable attitudes towards biking and transit. The event took place May 17 and offered riders transit materials, snacks and free safety checks at energizer stations throughout the DART System.

Project Elements:

- Free bike safety checks, refreshments and information at:
 - Akard Station
 - CentrePort/DFW Airport Station
 - CityLine/Bush Station
 - Hatcher Station
 - Farmers Branch Station
 - Mockingbird Station
 - Parker Road Station
 - Tyler/Vernon Station
- Digital and social media
- DART.org/bikes
- News release
- Rail interiors
- Corner markers



National Bike to Work Day (continued)

Highlights:

- Fox 4 Good Day covered DART's Bike to Work Day event, featuring segments at 7 and 9 a.m. News coverage of DART's Bike to Work Day event generated 214,569 impressions.
- Mass Transit Magazine, Good Life Family Magazine and Plano Profile each highlighted DART's Bike to Work Day activities in their publications, generating 27,207 impressions.
- DART partnered with 16 organizations for Bike to Work Day, including:
 - Bike DFW
 - Bike Friendly South Dallas
 - Bike Friendly Oak Cliff
 - City of Farmers Branch
 - Cool Greens
 - Jump Bikes
 - Kind Bars
 - Neighborhood Credit Union
 - North Central Texas Council of Governments
 - REI
 - Richardson Bike Mart
 - Rush Bowls
 - The Lofts at Mockingbird Station
 - TRE
 - Trinity Metro
 - Velofix



National Bike to Work Day (continued)

By the Numbers:

- 4 Facebook posts: 4,231 impressions and 36 engagements
- 4 tweets on Twitter: 8,201 impressions and 58 engagements
- 5 Instagram posts: 5,078 impressions and 175 engagements
- 2 DART Daily articles: 57 views
- Media (print, radio, social media)
 - Ads: 64
 - Market value: \$14,630
 - Impressions: 1.9 million
- DART assets (Bus and Rail interiors, INFOTransit, corner markers, windscreens and banners)
 - Ads: 1,271
 - Market value: \$64,192
 - Impressions: 2.2 million



TRE Staycation

June 5-18

Project Overview:

To drive summer ridership, DART supported the Trinity Railway Express' (TRE) partnership with WFAA's Good Morning Texas to promote the TRE Staycation Getaway contest. Participants received an opportunity to win transit passes and entrance tickets to regional attractions. The promotion included on-air and social media messaging about the contest.



Project Elements:

- Good Morning Texas Live on-air interview segment June 5
- 3 one-minute follow up mini-segments on June 7, 10, 12 and 15
- Organic and paid social media support from WFAA, Trinity Metro and DART



Highlights:

- There were 1,550 unique TRE Staycation contest entries, which is a 40% increase from 2018.



By the Numbers:

- Good Morning Texas segment and mini-segments: 132,000 people reached
- Good Morning Texas Facebook handshake icon: 1,658 clicks on contest page
- 4 Facebook posts: 4,451 impressions and 57 engagements
- 2 tweets on Twitter: 13,543 impressions and 39 engagements
- 3 Instagram posts: 551 impressions
- Media (TV)
 - Ads: 4
 - Market value: \$12,546
 - Impressions: 192,511



DARTable Staycation

June - August

Project Overview:

Using a multimedia approach on DART’s social, digital and print media channels, we amplified the DARTable Staycation paid media campaign. Through DARTable adventure messaging, our objective was to further increase brand regard and influence ridership with defined audiences.

Project Elements:

- DARTable itineraries/adventures shared through compelling storytelling, photography and videography
- Engaged Dallas Moms Blog influencer to experience and share a DARTable adventure
 - Collaboration included two promotional giveaways
 - Each winner received 4 GoPass Tap cards and 4 entry tickets to the Dallas Zoo, Nasher Sculpture Center and Perot Museum of Nature and Science
- Strategically placed content in local consumer and travel publications
- DARTable Staycation-themed Rider Insider brochure
 - Spring and summer issues
 - 40,000 total copies distributed on DART trains and in 9 area hotels

Highlights:

- Strategically placed DARTable Staycation content at no charge in Addison Magazine, Destination DFW, DFW Child, fyi50+ (an online magazine for older adults), Local Profile (Plano), Good Life Family magazine, Living Well magazine (Collin and Dallas counties) and Plano Magazine.



DARTable Staycation (continued)

Highlights: (continued)

- The content promoted local destinations and activities people can discover with DART. The potential reach for all publications combined is over 400,000 people.

By the Numbers:

- 10 Facebook posts: 36,077 impressions and 866 engagements
- 10 tweets on Twitter: 13,776 impressions and 69 engagements
- 6 Instagram posts: 1,313 impressions
- Media (print, websites, mobile and social media)
 - Ads: 1,234
 - Market value: \$15,534
 - Impressions: 673,027



Media

April-June

Project Overview:

DART coordinated its advertising placements on print and online media channels, which included print publications, event promotions, outdoor marketing, radio, television, websites, mobile devices and social media. The agency also leveraged its own assets, which includes full-wrapped buses, bus exteriors, rail and bus interiors, INFOTransit, corner markers and banners.



These efforts amplified the agency's marketing promotions to drive awareness and encourage ridership.

Project Elements:

- Media-supported campaigns:
 - Bike to Work
 - Discover DARTable Airports
 - DARTable
 - Earth Day
 - E-Pass
 - Get on Board
 - GoLink Plano
 - GoPass Tap Card
 - It's been a Great Ride 41
 - Older Americans Month Information and Health Fair
 - Senior Annual Pass
 - TRE Summer Staycation
- Campaigns promoted on DART assets:
 - Get on Board
 - DART Student Art Contest winners
 - Bike to Work
 - GoPass Tap Card
 - Transit Environment
 - GoLink new zones

Media (continued)

By the Numbers:

- Media
 - Ads: 336,342
 - Market value: \$536,212.34
 - Impressions: 43.2M
- DART assets
 - Ads: 3,339
 - Market value: \$564,100
 - Impressions: 26.6 million

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Plano Star Courier

WEDNESDAY, APRIL 23, 2014
ISSUE: 11,316 (NEWS)

COLLIN CREEK MALL PLANS OK'D

After six months of planning, study and over 100 meetings, the Plano City Council approved plans to rezone Collin Creek Mall.

City Council members and residents will have a chance to voice their opinions on the plan at a public hearing on Monday, April 28, at 7 p.m. at the Plano City Center, 1000 E. 15th St. The hearing will be held in the second-floor ballroom.

The plan for a multimillion-dollar mall is the result of a study by the city's Planning Department, which was completed in late 2013. The study found that the area around the existing mall is underutilized and that a new mall would bring in more jobs and tax revenue to the city.

The new mall would be a 1.2-million-sq-ft, five-story building with 1.5 million sq ft of retail space, 100,000 sq ft of office space, and 100,000 sq ft of residential space. It would also include a 10-screen movie theater, a 100,000-sq-ft parking garage, and a 100,000-sq-ft transit station.

The city is currently in the process of rezoning the area from residential to commercial. The rezoning process involves a public hearing and a vote by the city council.

The city council will vote on the rezoning plan at its meeting on Monday, April 28. The rezoning plan will be approved if a majority of the council members vote in favor of it.

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Glasscock Park
 The Plano City Council unanimously voted to name a new 75-acre park in the newly annexed City of Glasscock. City Manager Bruce Glasscock will announce the park's name after 10 years of public service in the city. Glasscock also announced a proclamation to mark the city's 100th anniversary on April 22, 2015. [Click to view Glasscock Day in Plano. Read the full story on Page 2A.](#)

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Polls open for early voting

RELEASING
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LEARN MORE
[Click here for more information on early voting.](#)

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New Mobility Options in Plano:



GoLink



Uber



DART

Be working together to deliver great service for you in Greater Metroplex. GoLink, Uber and DART are working together to provide you with a seamless travel experience. Visit www.GoLink.org for more information.

Ongoing Revenue

April-June

Project Overview:

Increase ridership and revenue for the agency through corporate sales, advertising revenue and naming rights or sponsorships.



Guatemala Tourism LRV wrap at Akard Station

Project Elements:

- Advertising sales on bus and rail interiors and exteriors
- DART corporate and higher education pass sales

Highlights:

- The sale of advertising on the interiors and exteriors of DART's buses and trains and at certain locations brings in approximately \$4 million annually while incurring minimal expenses.
- Block sale of passes to businesses, organizations, educational institutions and groups helps grow ridership and generates about \$11 million annually in revenue.
- DART is seeking ways in which to add digital media products to our media platform, beginning with ads now being displayed on the digital screens mounted on the bus fleet.
- The Top 5 advertisers in Q3 FY 2019 are State Farm, Rad Law Firm, Redfin Real Estate, Thompson Law Firm and Foodmix.
- The Top 5 categories in Q3 FY 2019 are legal, insurance, financial services, entertainment and food products.



Coconut Water: LRV wrap

By the Numbers:

- DART earned \$1,012,500 in advertising revenue in Q3 FY 2019, compared to \$987,501 in Q3 FY 2018, an increase of 2.5%. Traditional advertising media across all forms will continue to decline as digital advertising options grow, and the same is true for DART's traditional media assets.
- Sales from advertising were \$986,543 in Q3 FY 2019, a decline of 10% from the \$1,095,238 generated in Q3 FY 2018.
 - DART receives a minimum guaranteed payment each month, regardless of the amount of advertising sold, which accounts for the increase in revenue to the agency.

Community Affairs Transit Education

April-June

Project Overview:

DART's Transit Education team presented 96 community-based educational programs in 45 ZIP codes in Q3 FY 2019. These programs are in addition to the 2019 DART Student Art Contest recognition ceremony at the Dallas Museum of Art and the 2019 Older Americans Month Information and Health Fair at Centennial Hall in Fair Park.



Project Elements:

- 2019 DART Annual Student Art Contest
 - Printed materials: Program book and calendar
 - Special Event: Student Winners' Recognition Ceremony
 - DMA – Horchow Auditorium (April 4)
 - Media: Wrapped bus featuring Best in Show winner's artwork
 - Debuted at Booker T. Washington High School for the Performing and Visual Arts
 - Media Partners: NBC 5, Telemundo 36, Suburban Parent, Local Profile, The Dallas Morning News and Al Día
 - Community Partners: DMA; Half Price Books; Dallas Contemporary, Dallas Zoo and Perot Museum of Nature and Science
- Older Americans Month Information and Health Fair
 - Promotional materials: Flyers in English and Spanish, and video
 - Online pre-registration at www.dart.org/seniors
- Community Partners: Community Council, Dallas Police Department, city of Dallas, and Baylor Scott & White Health and Wellness Center
- Media Partners: NBC 5, Seniors BlueBook, Telemundo 39, Al Dia; fyi50+, Seniorific and The Dallas Morning News



Transit Education (continued)

Highlights:

- Older Americans Month Information and Health Fair:
 - 2019 marked the 25th anniversary of this annual event, and 1,500 people attended.
 - DART created a promotional video featuring President/Executive Director Gary Thomas; community partners; exhibitors; and senior citizens who have attended the event in previous years.
 - The video was posted on Facebook and generated 875 impressions.
 - More than 50% of attendees pre-registered at DART.org/seniors.
 - DART staff processed 68 senior citizen photo IDs.
- DART's Community Outreach team was honored at the city of Dallas' Mother's Day Luncheon for its support of the city of Dallas' Park and Recreation's Senior Services Division.
 - Willis Winters, city of Dallas parks director, presented the award.
- Community Outreach programs were held at Dallas Fort Worth International Airport, Eastfield College and in 10 cities and 45 ZIP codes.
 - Cities included Carrollton, Dallas, Garland, Glenn Heights, Irving, Richardson, Plano and Rowlett.



Transit Education (continued)

By the Numbers:

- 22,227 face-to-face impressions
 - 15,307 elementary, middle and high school students
 - 5,162 adults
 - 2,857 senior citizens
- 96 Community Outreach programs
 - 56 Safety/How-to-Ride
 - 17 Career Day/Careers on Wheels
 - 3 exhibits at community events
- Health fairs, Earth Day, Cinco de Mayo and summer reading kickoff programs
- DART.org/transiteducation: 3,695 page views
- 8 Facebook posts: 8,723 impressions and 108 engagements
- 7 tweets on Twitter: 10,986 impressions and 61 engagements
- 7 Instagram posts: 1,825 impressions
- Promotion of 2019 DART Student Art Contest winners on DART assets (bus full wrap, bus exteriors, bus and rail interiors and windscreens)
 - Ads: 788
 - Market value: 392,850
 - Impressions: 19.8 million



Media Relations – Earned Media

April-June

DART-issued press releases:

- Bus Routes 31 and 39 on Detour and DART Rail May Experience Brief Delays in Downtown Dallas, Effective Saturday, June 29, 6-10 a.m. (6/28)
- Bus Route 39 on Detour During Klyde Warren Park Independence Day Celebration on Saturday, June 29, 2019 (6/27)
- FTA Announces \$60.76 Million Grant to Expand Light Rail Capacity in Dallas, Texas (6/27)
- January 2020 Fare Restructure, Public Hearing, Tuesday, July 9, 2019, 6:30 p.m. (6/26)
- DART Wins APTA Security Gold Award (6/25)
- Fourth of July Service Changes for DART and TRE (6/25)
- DART Rail Operates Normal Weekend Service June 29-30; Downtown Dallas Rail Replacement Work Resumes July 6-7, 2019 (6/25)
- Nation's Top Transit Official to Visit Dallas to Make Major Transportation Funding Announcement (6/25)
- Fourth of July Service Changes for DART and TRE (6/24)
- Safety on the D2 Subway (6/24)
- DART Renames Cotton Belt Commuter Service 'Silver Line' (6/24)
- Downtown Dallas Rail Replacement Project Update, Friday, June 21, 2019 (6/21)
- Bus Stop Consolidation Planned for Routes 24, 31, 36, 81/82, 111 and 592 (6/14)
- Schulze Named DART Chief of Staff (6/13)
- Detours for Downtown Bus Routes, Effective Saturday, June 15 and Sunday, June 16, 2019 (6/13)
- DART Approves Victory Plaza Development Agreement (6/13)
- Bus Routes 29, 36, 409 and 521 On Detour for Katy 5K, Effective Thursday, June 13, 2019 (6/11)
- Cotton Belt Catch-up: Work is Underway! (6/10)
- Routes 31 and 39 Updated: Detours for Downtown Bus Routes, Effective Saturday, June 8 and Sunday, June 9, 2019 (6/7)
- Bus Route 26 on Detour During the Mexican National Team U.S. Tour 2019 Fan Fest Dallas at Dallas City Hall, Effective Friday, June 7, 2019 (6/6)
- Detours for Downtown Bus Routes, Effective Saturday, June 8 and Sunday, June 9, 2019 (6/6)

Media Relations – Earned Media (continued)

DART-issued press releases: (continued)

- Dallas Area Rapid Transit Orders FLIRT Trains from Stadler US (6/3)
- Transit and Transportation Agencies Announce Formation of National Automated Bus Consortium (5/30)
- DART, Uber Offer New Mobility Options in Rowlett (5/30)
- Downtown Detours for Bus Routes 2, 11, 26, 31, 39, 42, 76, 110, 111 and 161, Effective Saturday, June 1 and Sunday, June 2, 2019 (5/30)
- Bus Routes 2, 12, 35 and 60 to Experience Brief Delays and Detours, Effective Sunday, June 2, 2019 (5/30)
- DART Officer Brent Thompson Awarded Medal of Valor (5/23)
- Pearl/Arts District Station Closed for Memorial Day Weekend, Effective May 25-27, 2019 (5/23)
- Bus Routes 475 and 583 on Detour During Camp Sweeney's Play for the Day 5K and 1K on Monday, May 27, 2019 (5/22)
- Bus Route 39 on Detour During the Memorial Day Music Festival at Klyde Warren Park on Sunday, May 26, 2019 (5/21)
- Bus Routes 29 and 39 On Detour for Carry the Load Dallas Memorial March, Effective Sunday, May 26, 2019 (5/21)
- DART Approves Street Repair Agreement with Garland (5/15)
- Transit Signal Priority Project Approved by DART (5/15)
- DART to Hold National Police Week Memorial Observance (5/14)
- DART's Annual Bike to Work Day Planned for May 17 (5/13)
- DART Updates Schedules for Memorial Weekend, Pearl/Arts District Station Closed, Effective May 25-27, 2019 (5/13)
- Bus Routes 11, 52 and 59 on Temporary Detour in Downtown Dallas on Saturday, May 11, 2019 (5/9)
- DART to Add Special Service on Route 466 For Nelson Golf Fans, Effective May 10-12, 2019 (5/8)
- DART to Hit the Streets with 41 New Buses (5/7)
- Building A Better Customer Experience: Dallas Area Rapid Transit Progress Report FY 2018 (5/6)
- ADA Meeting Scheduled for May 4, 2019 has been Canceled (5/3)

Media Relations – Earned Media (continued)

DART-issued press releases: (continued)

- Post-Event Service for the Dallas Stars game on Sunday, May 5, 2019 (5/2)
- Oak Cliff Bus Riders Should Prepare for Detours During Dallas Cinco de Mayo Parade on Sunday, May 5, 2019 (5/1)
- Bus Routes 11, 19, 21 and 161 on Detour for the March for Babies at The Lawn at Reunion, Saturday, May 4, 2019 (5/1)
- DART's Tiffany Reed Wins National Call Center Challenge (5/1)
- Bus Routes 36, 409 and 521 Detours for Heart of Dallas - Cole Park 5K Relays Effective Saturday, May 4, 2019 (4/30)
- Voters Offered Free DART Rides on Election Day (4/29)
- Bus Route 29 and 39 Riders Should Prepare for Detours During Rise & Shine Run on Sunday, April 28, 2019 (4/24)
- Jacobs Named Principal Design Consultant for DART Cotton Belt Rail Line (4/24)
- DART Changes Name of Planned Irving Station (4/24)
- Bus routes 26, 60, 76, 111, 409 and 595 on Detour During Baylor Tom Landry Triathlon Events on Saturday, April 27 and Sunday, April 28, 2019 (4/24)
- National Get on Board Day to be Held April 25 (4/22)
- Bus Route 11 on Brief Detour for Bexar Street Connection Association Event on Saturday, April 20, 2019 (4/18)
- Bus Route 749 Detoured during Velvet Hammer 5K on Saturday, April 20, 2019 (4/17)
- DART to Dallas Arts Month (4/16)
- TRE Creates Link to DFW Airport (4/16)
- Next ADA Meeting Set for May 4, 2019 at the Heritage Senior Center (4/15)
- DART Senior Fair – Connect, Create, Contribute (4/15)
- Bus Routes 522 and 541 on Temporary Detours during the AT LAST! Scholar-in-Residence Program Ceremony on Tuesday, April 16, 2019 (4/11)
- DART Approves the Renaming of Three Stations (4/11)
- DART's 2019 Student Art Contest Winner Recognized with Wrapped Bus at School (4/10)
- Bus Routes 24, 31, 36, 39, 84 and 183 will be on Detour during the March for Eternal Life on Sunday, April 14, 2019 (4/9)
- Bus Route 21 on Detour During the Bishop Dunne Funne Runne on Saturday, April 13, 2019 (4/9)

Media Relations – Earned Media (continued)

DART-issued press releases: (continued)

- Bus Routes 11, 19, 21, 60 and 161 on Detour During Dallas Wanderlust 108 5K, Effective Saturday, April 13, 8 a.m. (4/9)
- DART's 2019 Student Art Contest Winner Recognized with Wrapped Bus at Booker T. Washington High School (4/8)
- DART and TRE American Airlines Center Service Update (4/8)
- D2 Subway - Dallas CBD Second Light Rail Alignment (4/5)
- Cotton Belt Regional Rail Project Kick-Off Meeting with Community Stakeholders Presentation - April 2, 2019 (4/3)
- Weekend Rail Replacement Work has Begun in Downtown Dallas (4/2)

Earned media coverage:

- Positive – President Donald Trump honored 14 public safety officers for their acts of heroism with the Medal of Valor on Wednesday, May 22, at the White House, with honorees including fallen DART police officer Brent Thompson who was killed during a mass shooting at a police protest in Dallas. Thompson was represented by his family. (May: 100 million impressions)
- Positive – Thinking about climate breakdown and the environment is bleak. An online guide of things to do that are practical and don't require a lot of time or money described how the author was standing at a DART station in Dallas and waiting for a train when a teenage girl asked her to buy her some food from the 7-Eleven. That act of kindness made the author feel like she'd just received a substantial inheritance. (May: 57 million impressions)
- Positive – Dallas Area Rapid Transit joined a national association of transit and transportation agencies to explore how autonomous buses could shuttle people around cities in the future. The 'Automated Bus Consortium' plans to research driverless buses and run pilot projects with "full-sized, full-speed buses" to better understand how they could be rolled out nationwide. The group will study the safety of the buses and how they could reduce congestion. By working together, the transit agencies aim to lower the cost of testing and share best practices. (May: 30 million impressions)
- Positive – DART is getting a \$60 million federal grant to improve public transportation. The Federal Transit Administration will help DART construct the red and blue line platform extensions. Currently, the 28 DART stations along the rail lines can accommodate two car trains. The project will allow three-car trains to pass through all stations. It means 30% more travelers can ride at once. (June: 10.7 million impressions)

Media Relations – Earned Media (continued)

Earned media coverage: (continued)

- Negative – DART’s no-replacement policy for annual transit passes if they are lost or stolen was the subject of several stories over the course of a week. A customer shelled out nearly \$1,000 for his annual DART pass and when it went missing, he was told it can’t be replaced and his money can’t be refunded. DART officials stated the policy is in line with other transit agencies in North Texas. (May: 2 million impressions)

By the Numbers:

- April Media Impressions - Print/Online
 - 2,760,560 Positive
 - 1,399,938 Neutral
 - 5,404,655 Negative

9,565,153 **Total Viewers/Impressions**

- April Media Impressions – Broadcast
 - 1,246,556 Positive
 - 239,529 Neutral
 - 437,063 Negative

1,923,148 **Total Viewers/Impressions**

- May Media Impressions - Print/Online
 - 230,300,455 Positive
 - 11,211,692 Neutral
 - 0 Negative

241,512,147 **Total Viewers/Impressions**

- May Media Impressions – Broadcast
 - 2,261,891 Positive
 - 0 Neutral
 - 1,767,955 Negative

4,029,846 **Total Viewers/Impressions**

Media Relations – Earned Media (continued)

By the Numbers: (continued)

- June Media Impressions - Print/Online
 - 44,321,607 Positive
 - 142,570,100 Neutral
 - 406,356 Negative

187,298,063 **Total Viewers/Impressions**

- June Media Impressions – Broadcast
 - 2,781,886 Positive
 - 1,505,938 Neutral
 - 1,270,132 Negative

5,557,956 **Total Viewers/Impressions**

Community Affairs – FTA grant signing

June 27, 2019

Project Overview:

DART held a ceremonial signing to recognize a \$60 million Federal Funding Grant Agreement (FFGA) to improve public transportation. The funds, granted by the Federal Transit Administration (FTA), will help DART construct the Red and Blue line platform extensions.

Currently, 28 DART stations along the Red and Blue lines can only accommodate two-car trains. The project will allow three-car trains, resulting in a 30% increase in passenger capacity.

Project Elements:

- Ceremonial signing June 27 at Downtown Plano Station
 - Program included tours of Galatyn Park, CityLine/Bush and Downtown Plano stations – specifically for a look at transit-oriented development in these areas

Highlights:

- The program at this signing event included speeches from: DART Board Vice Chair Paul Wageman, Plano City Council Member Kayci Prince, DART President/Executive Director Gary Thomas, DART Board Chair Sue Bauman and K. Jane Williams, acting administrator with the FTA.

By the Numbers:

- Media coverage: 10.7 million impressions



Community Affairs – Cotton Belt Betterments Workshops

Project Overview:

To provide further mitigation – including walls, fencing and landscaping – above and beyond those established in the Final Environmental Impact Statement (FEIS) for the Cotton Belt Regional Rail Project (Silver Line), DART’s Board of Directors has authorized 2 funding sources for adjacent property owners along the 26-mile corridor. DART’s Community Affairs team conducted workshops to ensure residents were well-informed.

Project Elements:

- Property-owner research
- HOA identification
- Coordination with area focus groups
- Emails to residents
- Door hangers to select residents
- 10 workshops

Highlights:

- DART successfully executed 5 workshops, and to allow for additional community input, the agency held an additional 5 workshops.

By the Numbers:

- More than 100 residents attended

Community Affairs – Revisions to August 2019 Express Bus Route Proposal

Project Overview:

In response to customer feedback during the public comment period, DART held public meetings to consider modifications to its original proposals regarding Express Bus re-routing in downtown Dallas.

Project Elements:

- Affected Express Routes:
 - 205
 - 206, 278
 - 208, 210
 - 283

Highlights:

- The agency held 2 public meetings:
 - April 2 at DART Headquarters
 - April 3 at Glenn Heights City Hall

By the Numbers:

- 12 people in attendance at DART headquarters
- 22 people in attendance at Glenn Heights City Hall

Customer Service

Project Overview

Customer Service recognized employee retirement and milestone anniversaries. Additionally, representatives participated in a learning trip to inspect a pilot product DART is testing – the digital bus stop.

Project Elements:

- Customer Service employees inspected a digital bus stop located at the corner of San Jacinto and Akard streets



Highlights

- By visiting the digital bus stop, Customer Service representatives gained a better understanding of what customers experience.
 - Customer Service provided feedback to the Marketing and Communications team.
- Customer Service celebrated the retirement of Allan Cantor, who dedicated 14 years to the agency.
 - Management and a representative from Customer Service honored him with a luncheon, a choir performance and gifts of appreciation.



By the Numbers (results)

- Customer Service milestone anniversaries:
 - 20 years of service: Lu-Verl Davis and Clorissa Freeman
 - 15 years of service: Tiffany Reed
 - 10 years of service: Janice Walker and Monica Patterson
 - 5 years of service: Jeni Gazal, Shereda Runnels, Brittany Shaw and Tashonda Dye

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Executive Summary

The Service Planning and Scheduling Department consists of two divisions - Mobility Programs Development, and Service Planning and Scheduling, both divisions report directly to the Vice President.

This department is responsible for a broad range of planning and development activities, from ongoing refinement of the current bus system, to conceptualizing future services and projects and advancing them through various levels of development.

The scope of work of the Service Planning and Scheduling Department includes the following responsibilities and functions:

- ✓ *Service Planning & Scheduling performs specific functions to include short-range and midrange bus service planning, scheduling, and innovative services like vanpools and shuttles*
- ✓ *The Mobility Program Development Division performs planning, design and development of Capital Projects, ITS projects (ICM) and Passenger facility amenities*

Highlights This Quarter

Service Planning & Scheduling

- **Employer Services Program:** Site-specific shuttles or employer shuttle services incorporate bus services targeted at employers for services designed specifically for the employees of the employer. These services are currently operating at D/FW Airport, UTSW Medical Center, Texas Medical City, Texas Instruments, SMU, City of Richardson Galatyn Station Shuttle, McKinney Avenue Streetcar, UTD, Baylor Scott & White and Parkland Hospital.
 - ✓ The UTD Site-Specific Shuttle transitioned into a 10-year shuttle agreement (effective October 1, 2016) to correspond with the approval of a contract for operation of the UTD service. The new agreement is working well, UTD ridership increased and continues to be strong. On February 12, 2019, DART Board approved funding to increase the contract value to add 3 additional buses for the service demand. In May 2019, DART solicited and received bids for purchasing the three additional buses to support the UTD shuttle service. The contract award will be completed in 4Q19 and bus delivery is scheduled for May 2020.
- **Shuttle Service & Ridership:**
 - ✓ **STAR Transit - Mesquite:** Average weekly ridership during 3Q19 was 158 passengers in April; 148 in May; and 138 in June. This showed an increase over the same three months in FY 2018 (124, 120, 105). Mesquite has decided to move away from the three-party interlocal agreement with DART at the end of September 2019. Mesquite will contract with STAR Transit exclusively starting FY 2020.

Executive Summary

- ✓ Parkland Shuttles: Route 704 average weekday ridership was 1,299 in April; 1,260 in May, and 1,244 in June 2019. Route 705 average weekday ridership was 406 in April; 449 in May, and 465 in June. DART has developed a plan for a new shuttle route (706) which will connect Parkland Station to the new Parkland administrative offices located near Mockingbird Lane. A new three-year ILA was approved by the Board on July 9, 2019. Route 706 will begin service on August 12, 2019.
 - ✓ Park Cities: In 3Q19, DART converted all remaining On Call zones to GoLink zones. Average weekday ridership during 3Q19 was 12 passenger trips per day during April; 9 passenger trips during May; and 9 passenger trips during June. This showed a slight decrease over the same three months in FY 2018 (10, 11, 10). It is anticipated that UberPool will be offered in all 13 GoLink zones in 4Q19.
 - ✓ Amazon Shuttle: GoLink ridership for Amazon showed a decrease during 3Q19 compared to the second quarter (42, 38, 36). Average daily ridership during 3Q19 was 35 passengers in April; 39 in May; and 36 in June. The DART - Amazon Agreement for FY20 was presented and approved by the DART Board in 3Q19.
- On-Time-Performance (OTP) Projects:
 - ✓ Five-Year Plan for OTP improvement: Staff developed and has been implementing a plan for a series of schedule adjustments for FY16 – FY20. Five routes received adjustments during 2Q19, and a much larger group of routes will get adjustments in 4Q19. With the 4Q19 changes, work on the Plan will be complete. Bus OTP for 3Q19 was 82.72%, which was slightly down from 2Q19, but higher than the Board goal of 82.5%. Light rail OTP for 3Q19 was 91.32%, down from 2Q19 results.
 - ✓ During 1Q19, staff developed a baseline evaluation of all bus routes using new Tableau reports. Staff also tested Swiftly software which includes new tools for improved development of running times. Results for FY19 have improved over FY18.
 - ✓ Legacy: The Legacy TMA was formed in the 1Q19. DART agreed to provide funding to the TMA and one DART staff person will serve on the TMA.
 - ✓ The Microtransit pilot project was implemented October 2018 (1Q19). Other pilot tests of the service were implemented in Plano. Results in 2019 showed increased ridership. A survey for customer satisfaction was completed in the 2Q19 with positive rates just under 90% for all users and 95% for disabled users. UberPool was implemented on March 11, 2019 in six zones and it was extended to Rowlett in 3Q19. With the addition of Uber Pool, average wait time and subsidy improved in the seven zones. UberPool accounted for 20% of all GoLink ridership in June 2019.
 - ✓ UberPool is planned for all 13 zones in 4Q19.
 - Special Events:
 - ✓ Earth X. DART staffed a booth and exhibit at this festival held on April 26 at Fair Park.

Executive Summary

- ✓ Older Americans Health Fair: This event, held on May 16 at Fair Park, was staffed by numerous DART staff volunteers. DART staff volunteers also provided assistance to customers traveling to the fair at several stations in downtown Dallas and near Fair Park.
- ✓ Other Special Events: Other events during 3Q19, that were served by DART included the Deep Ellum Arts Festival (April 5), various Cinco de Mayo-related celebrations, the Wildflower Festival at Galatyn Park (May 17-19), and Taste Addison (May 31).

- Enhanced Bus Corridor: Four Enhanced Bus Shelters will be installed in FY20. A special advertisement shelter will be installed in downtown Dallas in FY19. AT&T has incorporated DART rider waiting area into their design. Specifically, riders have the option of waiting/sitting in their retail area. As a result, an advertisement shelter is not required at this time.
- Vanpool Program: The Vanpool Program lost 3 vans due to low ridership this quarter. Fleet has 181 vanpool groups. Economy, fuel prices and marketing outreach continue to play a key role.
- Service Improvement Activities: DART continues efforts to improve bus service in FY19. During FY19 DART will work on the development of a new Transit Service Plan. This Plan will govern future bus service changes throughout the DART service area. As part of the planning effort, DART will evaluate the current system, solicit public stakeholder comments, rider input on potential changes, and develop alternative service strategies for consideration. The final implementation plan for August 2019 was completed in 3Q19. The August 12, 2019 bus service improvement will add 41 buses to the DART service schedule. New high frequency routes will be implemented in the 4Q19. In 3Q19, DART planning staff received proposals from three bus planning firms to develop a major new Bus Service Plan during FY20.
- Service Standards: The Board of Directors adopted the new revised Standards at the October 9, 2018 meeting. The revised Standards includes several changes. Highlights include the definition and service category of Core Frequent Route Network, Route Restructuring (for more frequent service and wider service spans), Schedule Adjustments and the Realignment of Express Routes to Transit Centers and Stations. Revisions to the Route Performance Measurement System occurred, and quarterly reports under the new system are now included with Financial reports. A new Point-based System for placement of amenities was also revised. The new Standards will form the support for a number of other service planning efforts in FY19 and beyond.
- Regional Service Policy and Operations: Four cities maintain contracts with the DART Mobility Services LGC in FY19 including Mesquite, Allen, Wylie and Fairview. All four contracts will end on September 30, 2019. Mesquite completed its Transit System and Financial Plan plus its plan for Membership in 2018. However, Mesquite informed DART that it will not continue its contract with DART in FY20, instead electing to contract exclusively with STAR Transit. The planning process for Allen, Wylie and Fairview was delayed because Collin County requested that the planning effort be funded and administered by North Central Texas Council of Governments (NCTCOG). This funding was approved in 2019 by the Regional Transportation Council (RTC) and it is anticipated that the funding will

Executive Summary

be available for planning work in FY20. This delay has prevented Allen, Wylie and Fairview from meeting the requirements of Board Policy III.07 within the required 36 months. However, in July 2019, the DART Board approved an exception to Policy III.07 to allow Allen, Wylie and Fairview to contract with the DART LGC for an additional three years. DART's plan is to execute agreements with all three cities in 4Q19.

- **DART Rides Program:** In the 1Q19, DART expanded the Transportation Assistance Program (TAP), to Carrollton, Rowlett, parts of the City of Dallas, part of Addison, Irving, and several other areas. The TAP program is also known as the Taxi Voucher Program. In 3Q19, DART began negotiations with Frisco on a possible expansion of the Transit Assistance Program. DART also began negotiations with the City of Dallas to use the TAP program to meet the Cities obligations to provide medical transportation for seniors and disabled persons.

Mobility Program Development

- **511DFW:** The 511DFW website had 2,640,784 hits between April 1, 2019 through June 30, 2019. The Phone system received 21,853 calls during the same time. 14,672 incidents were reported citing road closures, detour information and additional traveler assistance information from TxDOT center-to-center (C2C) and 511DFW's EcoTrafrix were posted on the 511DFW website. 331,311 Waze events were also posted on the 511DFW website during this quarter. Special event information updates on the 511DFW system is also an on-going effort. North Central Texas Council of Governments (NCTCOG) approved a contract to operate 511DFW beginning mid-3Q17 for a period of three years. Enhancements and improvements to the 511DFW website with the Interactive Voice Response (IVR) system now includes bilingual (English and Spanish) support for all the components of 511DFW system. 511DFW has also introduced the following data elements to the website and Mobile App to include additional Park and Ride facility locations and EV Charging locations during 3Q19.
- **Integrated Corridor Management Project:** The integrated Corridor Management Project on US 75 has ended. In 1Q19, the only remaining work involved the completion of the Rowlett Parking Lot Camera Occupancy lots and testing of the accuracy of the system. At the end of 3Q19, the system is operating and reporting parking availability via two LED signs and a Parker App. The plan for the system upgrade will be implemented under new maintenance contract with Streetline after the warranty period runs out in the 4Q19.
- **Rowlett Parking:** The Rowlett reserved parking program is managed by the Rowlett Volunteers-On-Patrol. The program continues to work well with no complaints from riders or Rowlett staff. During this quarter, Rowlett requested the use of the lot after 6 PM on Fridays in September and October in support of City events, and arrangements were made with Rowlett to place signage to notify potential users of this availability. The program is working well in 3Q19.
- **Transportation System Management (TSM):** The Street Repair Program for repair of member city streets heavily used by DART buses is an ongoing effort. This includes execution of an agreement with the City of Dallas for street repair using over \$9 million in DART street repair funds. During 3Q19, the Transit Signal Priority (TSP) ILA for the City of Dallas was

Executive Summary

approved by the City of Dallas, April 2019. The ILA has been signed by both DART and the City of Dallas. A similar ILA for just over \$4 million was approved for Garland for street repair in May 2019 and approved by Garland City Council on May 21, 2019. In 3Q19, staff sent letters to all cities with remaining Street Repair, Pass, and LAP funding to request that the cities identify projects to use their remaining balance and obtain reimbursement for completed projects by December 31, 2020.

- TRIP Programs: Invoices from the 4 participating cities of University Park, Highland Park, Glenn Heights and Cockrell Hill continue to be accepted, reviewed and processed for reimbursement for the TRIP Program agreements. In 3Q19, DART received the NCTCOG allocation of CMAQ funding to allow the TRIP program to be expanded for the four eligible cities.
- Crewrooms Project: The DART Board approved a contract to construct 13 Crewroom buildings to address the deficiencies regarding the number of facilities supporting DART's bus operation. At the end of 3Q19, DART has constructed ten Crewrooms at the following locations: Dallas Convention Center Station, Parkland, Trinity Mills, Royal Lane, Inwood Road, Spring Valley, Farmers Branch, 8th & Corinth, Glenn Heights and Forest Lane. Seven locations are 100% complete and in operation. Three locations at Inwood Road, Royal Lane and Forest Lane are nearing completion. Wastewater backflow release applications for Dallas Convention Center Station and Park Lane are awaiting the issuance of a Backflow Agreement. DART has now been informed that Board approval will be required to execute the Backflow Agreements with the City of Dallas. Downtown Carrollton required a Water Meter Easement survey for submittal to the city for approval. This Project will be completed by 4Q19.
- Standard Shelter Installation: DART board approved the budget to purchase an additional 200 bus shelters, 10 smart shelters, and 200 free standing solar powered bus stop lights as part of the new 2018-2020 shelter contract. The new amenities contract was awarded in 1Q19. A total of 17 bus shelters and 10 free standing lights were installed in 2Q19. The YMCA project includes a sidewalk with 4 ADA ramps, two shelters, and a crosswalk with pedestrian flashing beacon was initiated in 1Q19 and scheduled for completion in 3Q19. Total project cost was \$150,000 and DART partnered with the City of Dallas and YMCA for a successful and safe access to their facility and public transit.
- Collin County Rides: Ridership continued to trend up overall for Collin County Rides (CCR) during 3Q19. The LGC and Board approved ILAs to continue CCR until Sept 30, 2022, in Allen Fairview, and Wylie, and these agreements were sent to the three cities for their councils' action.
- Mobility on Demand Pilot Test: DART's Mobility on Demand Sandbox project continued in 2Q19, with GoLink services operating in Rylie-Kleberg, Inland Port, North Central Plano, Rowlett, Legacy and Far North Plano zone. GoPool technology had been completed and tested, but the effort was abandoned in favor of another rideshare option because of lack of willing drivers. The fully integrated GoPass 3.0 app went live in February 2019, and UberPool service began supporting GoLink on March 11, 2019. Overall GoLink and UberPool ridership trended up. The remaining On Call Zones were also converted to GoLink microtransit zones in late 2Q19.

Executive Summary

- Mobility on Demand Continued: In 3Q19, the draft FTA Sandbox Evaluation was submitted. After the integration of Uber into six zones in Plano and the Southern Sector of Dallas, on-board surveys were administered to assess riders' opinions and experiences with GoLink. A sizeable majority of riders rated each aspect of GoLink "Good" or "Excellent", with over 90% saying they "would recommend GoLink service to a friend." Ridership trended upward and cost per passenger trended downward during this quarter.

Strategic Priorities Priority 1: Continually improve service and safety experiences and perceptions for customers and the public
Priority 2: Optimize and preserve (state of good repair) the existing transit system

Description The Employer Services Program incorporates services targeted at employers: Employer Shuttles (E-Shuttles), Site-Specific Shuttles, Airport and other services in which DART partners with employers to provide innovative transit connections between the DART system and potential trip generators. Site-specific shuttle or employer shuttle services are currently operating at D/FW Airport, UTSW Medical Center, Texas Medical City, Texas Instruments, SMU, City of Richardson Galatyn Station Shuttle, McKinney Avenue Streetcar and UTD, Parkland Hospital and weekend Inland Port.

Accomplishments

- 3Q19: Schedules were completed for an additional Parkland Shuttle (Route 706) scheduled for operation in August (4Q19).
- 1Q19: Additional weekend services were added for Inland Port. GoLink is funded 50% by Amazon.
- 3Q18: DART has added two more shuttle vendors to the SAM system for contract bidding.

Issues

- 2Q19: Trinity Metro has assumed the lead in managing Centreport circulator shuttle service with DART and DFW Airport as funding partners.
- 1Q19: DFW Airport will relinquish control of the circulator service once TEXRail begins service. Trinity Metro will assume the lead role with DART and DFW as funding partners. A draft ILA is currently being reviewed by the three parties pending further disposition.

Schedule

- Discussions with Paul Quinn College to possibly extend the GoLink boundaries to support the campus. The Inland Port GoLink zone will include Paul Quinn College effective August 12, 2019.
- NCTCOG has agreed to fund the DFW Site-Specific Shuttle until a permanent agreement between DART, Trinity Metro and DFW Airport can be negotiated. The new ILA was approved and signed in 3Q19.

Project Manager(s) Rob Smith / Dan Dickerson

Strategic Priorities

Priority 1: Continually improve service and safety experiences and perceptions for customers and the public
Priority 2: Optimize and preserve (state of good repair) the existing transit system

Description

The Bicycle / Pedestrian Program Development will improve pedestrian, ADA, and bike access to rail stations, providing one major way to address the first mile/last mile problem. It will result in additional ridership as trips that are improbable via transit alone become more feasible when easy bike and other access/egress is added. Both work and recreational trips are targeted to boost system ridership.

Accomplishments

- 3Q19: A solicitation for RFP's has been posted to gather research for DART regarding the development of strategies for placement of dockless bicycles and/or scooters at multiple transit centers and light rail station controlled by DART with an end goal to issue a license agreement to conduct such business as specified DART locations.
- 1Q19: Halff Associates and NCTCOG continued preliminary planning and design work on Red Line, Blue Line Station Pedestrian areas.
- 4Q18: There are currently four (4) Bike/Ped trail connectivity projects that DART is an active participant of: 1) Trinity Forest Spine Trail at Lawnview. 2) Katy Trail connection at Mockingbird. 3) Trinity Strand Trail/Katy Trail connection near Victory Station and, 4) Western Trail alignment at Famers Branch Station. These are long term projects and will be updated as they progress.
- 4Q18: The evaluation for different type bike lids in the market was performed and shared with affected departments. The information and input were discussed regarding the existing and new technologies that are being used in other parts of the nation. These findings will lead to open another procurement process for a new bike lid generation in 1Q19.

Issues

- 2Q19: Capital Planning identified possible Bike Share locations. The next step will be issuing an RFP to see bike and scooter share vendors.
- Capital Planning and Development continues to evaluate and assess all applicable DART facilities to accommodate

Schedule

- bikeshare companies. This process is rather lengthy and may delay DART issuing License Agreements soon.
- Additional analysis of the *2014 On Board Survey* will be done using the trip data (lat/long info). This data will be evaluated for use in planning bike parking and the need for additional infrastructure connecting to the stations.
 - 3Q19: Anticipate posting an RFI and RFP for Dockless Bike and Scooter Station License Agreements in 3Q19.
 - 3Q19: Trinity Forest Spine Trail at Lawnview is nearing 60% design. Anticipate DCB review 3Q19.
 - 3Q19: DART sponsored Bike to Work-Day “Energizing Stations” are scheduled for various DART Stations May 17.
 - 1Q19: The Trinity Spine Trail Project which will impact Lawnview Station is set to go into the design phase. Internal kickoff meeting is slated for February 22, 2019.
 - 4Q18: Initiate Bike Lid electronic procurement request
 - 4Q18: Finalize bikeshare rack locations for rail stations and transit centers.
 - 3Q18: Development and update of main Geo/Database for Bike Amenities within the DART service area.
 - 3Q18: April 26, 2018 Update briefing on the Trinity Forest Spine Bike/Ped Trail which will have some DART interface.
 - 3Q18: DART Bike to Work-Day events scheduled for May 18, 2018 (7AM-9AM). DART will have eight (8) energizer stations.

Project Manager(s) Dan Dickerson / Patricio Gallo

Strategic Priorities	Priority 1: Continually improve service and safety experiences and perceptions for customers and the public Priority 2: Optimize and preserve (state of good repair) the existing transit system
Description	The Standard DART Bus Shelter program is intended to provide additional amenities and a cleaner, safer, more comfortable place to wait, where daily boarding activity is greater than 50 passengers or where a sensitive use is present.
Accomplishments	<ul style="list-style-type: none">• 3Q19: A total of 15 bus shelter, 40 free standing lights, and 21 benches were installed.• 2Q19: A total of 19 bus shelters and 10 free standing lights were installed.• 1Q19: DART Board of Directors approved the revised amenity warrants.• 1Q19: Notice to proceed issued for new amenities contract.• 1Q19: Board of Directors approved award of new amenities contract.• 4Q18: Revised amenity warrants and presented to the DART Board of Directors.• 4Q18: Amenities contract RFP issued and advertised to potential vendors.• 4Q18: DART, AT&T, City of Dallas and DDI approved alternatives for Commerce and Field Street bus stop.• 3Q18: DART, AT&T, City of Dallas and DDI drafted alternatives for Commerce and Field Street bus stop.• 3Q18: EPR completed for amenities contract. EPR approved by Finance and Procurement.• 2Q18: DART worked with AT&T and City of Dallas to temporarily close and relocate the Commerce & Field bus stop.• 2Q18: Issued an interlocal agreement with AT&T to temporary relocate Commerce & Field Street bus stop and develop a permanent shelter solution.• 2Q18: Worked with contractors to improve sidewalk and ADA accessibility at three existing shelter locations within the City of Dallas.• 2Q18: Scope of work completed for the 2018-2020 shelter contract.• 2Q18: Budget approved to purchased 200 bus shelters, approximately 10 smart shelters, and approximately 200 free standing solar powered bus stop lights as part of the 2018-2020 shelter contract.• 1Q18: Placed 10 shelter pads and installed 10 shelters.

- Issues**
- AT&T did not include amenities and security cameras in the Commerce & Field Street bus stop. DART will meet with AT&T, City of Dallas and DDI to reach a consensus on installing amenities at the Field Street bus stop location.

- Schedule**
- 1Q19: Issue notice to proceed for FY2018 - FY2020 shelter contract.
 - 4Q18: Finalize permanent shelter solution for the Commerce & Field Street bus stop.
 - 4Q18: Issue 3rd bid package for placement of a total of 3 shelters and 3 bench pads in Carrollton, Addison, Dallas and Richardson.
 - 3Q18: Initiate EPR for a new shelter contract.

Project Manager(s) Jennifer Jones

Strategic Priorities	Priority 1: Continually improve service and safety experiences and perceptions for customers and the public Priority 2: Optimize and preserve (state of good repair) the existing transit system
Description	Ongoing support will be provided for DART’s vanpool program. The Vanpool program is designed to mitigate traffic congestion by providing 7, 8, 12, and 15 passenger commuter vans. DART will continue to benchmark best practices for a successful program.
Accomplishments	<ul style="list-style-type: none">• 3Q19: The vanpool fleet is currently at 181 vanpools but still at goal (180).• 2Q19: The vanpool fleet continues to trend upward (184 vans). This is attributed to several variables, economy, slight fuel price increases, and new marketing approaches.• 1Q19: The vanpool fleet noted a slight growth this quarter from 171 vans to 178. To avoid a conflict of interest, the vanpool provider (Enterprise) related that they would not compete for service within DART’s service area.• 4Q18: The NCTCOG has requested that DART be the sub-recipient of JARC funds related to the Inland Port Shuttle/Vanpool Project. Grant was originally awarded to Workforce Solutions. WFS and DART concurred.• 3Q18: DART deployed a vanpool marketing campaign to three non-member cities with an ad promoting the vanpool program to four (4) local theatres in McKinney, Mesquite, and Cedar Hill, three of the highest origin locations for rideshare.• 2Q18: The Novation Agreement (novation agreement legally transfers the Vanpool contract from one vendor to another), was signed between DART and Enterprise. This completes the transfer of the vanpool contract from DART’s previous vendor vRide.• 2Q18: DART secured \$4K from the NCTCOG for Vanpool marketing and promotions. Marketing will create “gas pump toppers” to be mounted at fueling stations in targeted areas.
Issues	<ul style="list-style-type: none">• 2Q19: Due to time constraints, DART and Trinity Metro will not engage in a joint vanpool contract procurement. However, the goal was to identify potential vanpool competitors. An additional company has expressed their desire to bid for the contract.• 3Q18: DART’s vanpool fleet has stabilized around 171 vans. DART is in discussions with Mary Kay to add new vans with their pending move to their Lewisville location.

- 2Q18: DARTs vanpool fleet has dropped from 183 groups to 177 groups. Highland Park construction projects were completed, and those formations terminated their vans.
- 1Q18: DART Legal has advised this office and Contracting that ENTERPRISE still has not shown evidence that Enterprise has totally acquired VRIDE. As a result, DART Legal is not advising that DART sign the novation agreement at this time. Contracting has scheduled a meeting with ENTERPRISE and Legal for in February 2018 to continue discussion.

Schedule

- 4Q19: The vanpool contract will expire in 2Q20, DART will post a solicitation for RFP's in 4Q19.
- 1Q19: DART continues to work with Trinity Metro on a joint vanpool procurement. An ILA and Scope of Work is slated for completion around 2Q19. The purpose of the joint procurement is to encourage/entice vanpool vendors outside the region to participate in a competitive bid.
- 4Q18: DART will have a revamped website to allow commuters to find vanpools directly based on location, rather than employer.
- 3Q18: Workforce Solutions of South Dallas (Inland Port) JARC planning.
- 1Q18: FWTA has inquired if DART is interested in entering into a joint procurement to possibly get better pricing and attract new vendors to bid for vanpool services. DART will start discussions with FWTA in February 2018.

Project Manager(s) Rob Smith / Dan Dickerson

Strategic Priorities

Priority 1: Continually improve service and safety experiences and perceptions for customers and the public
Priority 2: Optimize and preserve (state of good repair) the existing transit system

Description

DART is in the process of initiating better, enhanced, and rapid bus corridors in its non-rail areas or areas that will not be served by rail for the next 15-20 years. Implementing enhanced bus corridors will allow for increased bus ridership and reduce travel time by minimizing the following various forms of delay:

- General congestion
- Traffic signals
- Obstruction by other vehicles turning right
- Passenger stops

Phase I implementation occurred in FY13. Rapid Ride service along the Forest Lane corridor and better bus service along the Westmoreland corridor were implemented this phase. Phase II will be the implementation of Enhanced Bus Shelter in FY15. These will be the first shelters in North America that will be completely solar powered. The Enhanced Shelters will include next bus arrival information, security cameras and lighting.

Accomplishments

- 3Q19: Please see schedule
- 1Q19: Enhanced Bus Shelters installation is a part of the new amenities contract that was awarded in December 2018.
- 4Q18: Enhanced Bus Shelter criteria was approved by the Operations, Safety and Security Committee and will be forwarded to the Committee of the Whole.
- 3Q18: Presented Enhanced Bus Shelter installation criteria to DART Board.
- 2Q18: Staff received approval to install 9 additional Enhanced Bus Shelters as part of the new shelter contract.
- 2Q18: Contractor resolved next bus digital sign flickering issues. All digital signs are working properly.
- 1Q18: Daktronics digital sign flickering issues have been resolved.
- 1Q18: Enhanced Bus Shelter pilot was a success. Additional shelters will be ordered as part of the new shelter contract.

Issues

None at this time.

- Schedule**
- 4Q19: A special advertisement shelter will be installed at the Commerce @ Field bus stop.
 - 1Q19: Award shelter contract.
 - 4Q18: DART Board approve Enhanced Bus Shelter warrants.
 - 1Q18: Finalize 9 Enhanced Bus Shelter locations.
 - 3Q18: Initiated electronic procurement request for a new shelter contract.
 - 2Q18: Identify future Enhanced Bus Shelter locations. New shelters to be installed as part of the new shelter contract.
 - 1Q18: Make recommendations to install additional Enhanced Bus Shelters.
 - 4Q17: 1-year pilot for the 3 Enhanced Bus Shelters will end.
 - 3Q17: Implement 120-day pilot utilizing Luminator digital sign. Install bus shelter and Luminator digital sign.

Project Manager(s) Jennifer Jones

Strategic Priorities

Priority 1: Continually improve service and safety experiences and perceptions for customers and the public

Priority 2: Optimize and preserve (state of good repair) the existing transit system

Description

Downtown Dallas, Inc., (DDI) and City of Dallas have requested that DART evaluate the extent of the market for Downtown Dallas shuttles. Specifically, they have requested DART's assistance with the following:

- Evaluate central business district circulator routes proposed by the DDI and City of Dallas relative to cost and potential ridership. In 2Q19, DDI, DART and the City of Dallas determined that there was not a consensus between the parties to implement a new downtown on demand service.
- Determine the most productive strategy for providing transit service to tourist attractions and hotel guests.
- Downtown Shuttle "D-Link" was implemented on Monday, November 4, 2013.

Accomplishments

- 2Q19: D-Link service officially ended on March 24, 2019.
- 1Q19: Board Approved Public Hearing to end D-Link Service in December 2018.
- 1Q19: D-Link averaged 223 weekday riders, 277 Saturday riders; and 187 Sunday riders.
- 4Q18: DART Planning staff received a completed micro-transit feasibility assessment from a third-party contractor which indicated a favorable outcome should the stakeholders agree to transition to this type of service.
- 4Q18: DART Planning staff secured concurrences from representatives of each stakeholder-entity to request action from the respective policy committees / Boards.
- 4Q18: DART Marketing and Communications reported 10 outreach events and 25 media pieces in addition to local area presentations in support of D-Link ridership since February 2018.
- 4Q18: D-Link averaged 312 weekday riders, 401 Saturday riders; and 283 Sunday riders.
- 3Q18: D-Link averaged 296 weekday riders, 336 Saturday riders; and 254 Sunday riders.
- 3Q18: DART Planning staff began a study to propose service options for the "next generation" of D-Link using Mobility on Demand or other micro-transit modes.

- 3Q18: DART Marketing and Communications, Operations successfully marketed and launched the first electric bus vehicles in the system - using methods including press releases via various media, stakeholder events, public outreach, etc.
- 2Q18: D-Link averaged 249 weekday riders, 316 Saturday riders, and 197 Sunday riders.
- 2Q18: D-Link stakeholders recommend new stops to make up for constant Downtown construction
- 1Q18: DART Board approve D-Link service modifications.
- 1Q18: D-Link averaged 259 weekday riders and 365 Saturday riders.

Issues

- Stakeholders held D-Link ridership to expectations adopted when the route was re-designed in 1Q18; however, these expectations were not met. Therefore, stakeholders recommended the replacement of D-Link as described below. However, it was determined that not all stakeholders were interested in continuing the contractual arrangement, and so unable to reach a consensus for continued Downtown transit service. Therefore, DART Board of Directors chose to cancel the service.
- Stakeholders have requested the conversion of the current fixed route service to a micro-transit service no later than the end of 3Q19.

Schedule

- 2Q19: Last day of operation for D-Link.
- 2Q19: DART Board of Directors cancelled the service formerly known as D-Link.
- 4Q18: Consider, analyze, and secure concurrence from stakeholders regarding the future of D-Link / downtown transit service.
- 3Q18: Implement electric vehicles.
- 2Q18: Implement D-Link service modifications.
- 1Q18: DART Board approve D-Link January 29, 2018, service modifications. D-Link modified to downtown Dallas only. It was also modified to serve as the central link between the Dallas Streetcar and McKinney Avenue Trolley.

Project Manager(s) Hans-Michael Ruthe

FY 2019 Score Card Five-Year Action Plan

Service Planning and Scheduling

Objectives	Services	Activities
INCREASE RIDERSHIP		
<ul style="list-style-type: none"> <i>Expand Services</i> 	Service Changes Core Frequent Route Network Route Restructuring Schedule Adjustments Realignment of Express Routes to Transit Centers and Stations	<p>Proposed August 2019 service changes were developed and include:</p> <ul style="list-style-type: none"> Core Frequent Route Network changes involving a group of five major routes that would be rescheduled to have frequencies similar to the light rail system – 15 minutes peak, 20 minutes midday, and 20-30 minutes at other times are underway. Route Restructuring also included involves several changes to straighten route alignments and make service more direct. West Dallas changes include more frequent service on Route 52 and expanded hours on Route 59. Schedule Adjustments are aimed at improving scheduled recovery time and on time performance of the routes. Many adjustments target peak periods. Realignment of Downtown Express Routes, creating bi-directional routes in Downtown Dallas that should improve reliability and on time performance. Changes to Downtown Express route alignments would affect Routes 205, 206, 208, 210, 278, and 283. <p>The Board of Directors approved changes in 3Q19, and all changes will become effective August 12, 2019.</p>
<ul style="list-style-type: none"> Improve Customer Waiting Conditions 	Improved Passenger Support Facilities	Enhanced Bus Shelters installation is a part of the new amenities contract that was awarded in December 2018 - 2020. The new amenities contract was awarded in 1Q19. A total of 17 bus shelters and 10 free standing lights were installed in 2Q19.
IMPROVE COST EFFECTIVENESS		

FY 2019 Score Card

Five-Year Action Plan

Service Planning and Scheduling

<ul style="list-style-type: none"> Implement Efficiencies 	DART On-Call Non-Traditional service	During 2Q19 the transition from On Call service to GoLink service was completed, with 13 zones offering GoLink service by the end of March. UberPool service was in operation in 7 of the 13 zones to supplement dedicated vehicles, with expansion to all 13 zones in 4Q19. Ridership continues to grow for this group of services.
	Site-Specific Shuttles	A new Parkland Shuttle service – the third route offered – was developed and will begin operation in 4Q19.
	Non-Traditional Vanpool	The vanpool fleet has dropped from 184 vans to 181 due to low ridership, however, operation of the vanpool is still above the 180 goal.

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Dallas Area Rapid Transit
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PDPR-058

TO: Distribution

**SUBJECT: THIRD QUARTER FY 2019
PROJECT DEVELOPMENT PROGRESS REPORT**

This document is the Third Quarter FY 2019 issue of the DART Project Development Progress Report. This report addresses status of LRT Buildout activities and other Capital Development projects. Status reflects activities through June 30, 2019, including Systems Integration and Real Estate.



Timothy H. McKay, P.E.
Executive Vice President
Growth/Regional Development

THM/ta

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ACRONYMS

APT - (Las Colinas) Area Personal Transit
AWP - Annual Work Plan/Program
BNSF - Burlington Northern Santa Fe Railway
CBD - Central Business District
CCTV - Closed-Circuit Television
CM/GC - Construction Manager/General Contractor
CROF - Central Rail Operating Facility
D2 - Dallas Central Business District Second Alignment
D-B – Design-Build
DART - Dallas Area Rapid Transit
DFW - Dallas/Fort Worth
DGNO - Dallas, Garland & Northeastern Railroad Company
EA - Environmental Assessment
EIS - Environmental Impact Statement
FAA - Federal Aviation Administration
FEIS - Final Environmental Impact Statement
FFGA - Full Funding Grant Agreement
FHWA - Federal Highway Administration
FRA - Federal Railroad Administration
FTA - Federal Transit Administration
FWTA - Fort Worth Transportation Authority (now known as Trinity Metro)
G-2 - Northeast Corridor (to Garland) Line Section 2
GPC - General Planning Consultant
HVAC - Heating/Ventilation/Air Conditioning
IFB - Invitation for Bid
ILA - Interlocal Agreement
I-1 - Irving/DFW Corridor Line Section 1
I-2 - Irving/DFW Corridor Line Section 2
I-3 - Irving/DFW Corridor Line Section 3
IIH - Intermediate Instrument House
KCS - Kansas City Southern Railway
LNG - Liquefied Natural Gas
LRT - Light Rail Transit
LRVs - Light Rail Vehicles
MEP - Mechanical/Electrical/Plumbing
MKT - Missouri-Kansas & Texas Railroad Company
MIS - Major Investment Study
MSE - Mechanically Stabilized Earth
NC-3 - North Central Corridor Line Section 3
NCTCOG - North Central Texas Council of Governments
NEPA - National Environmental Policy Act
NTP - Notice to Proceed
NWROF - Northwest Rail Operating Facility
OCC - Operations Control Center

OCIP - Owner Controlled Insurance Program
OCS - Overhead Contact System
PA/VMB - Public Announcement/Visual Message Board
PE/EIS - Preliminary Engineering/Environmental Impact Statement
PMOR – Program Manager/Owner’s Representative
QA - Quality Assurance
QC - Quality Control
R-1 - Rowlett Extension
RDC - Rail Diesel Car
RFI - Request for Information
RFP - Request for Proposal
ROW - Right-of-Way
RPD - Rail Program Development
S&I Facility - Service & Inspection Facility
SCADA - Supervisory Control and Data Acquisition
SCS - Supervisory Control System
SE-1 - Southeast Corridor Line Section 1
SE-2 - Southeast Corridor Line Section 2
SLRV - Super LRV (LRV with additional low-floor section)
SOC-3 - South Oak Cliff Extension
SOCBOF - South Oak Cliff Bus Operating Facility
SP - Southern Pacific Railroad Company
TBD - To Be Determined
TIGER - Transportation Investment Generating Economic Recovery (FTA Grant)
TPSS - Traction Power Substation
TRE - Trinity Railway Express
TVM - Ticket Vending Machine
TxDOT - Texas Department of Transportation
TXU - TXU Lone Star Pipeline
UPS - Uninterruptible Power Supply
VAF - Vehicle Acceptance Facility
VBS - Vehicle Business System
WSA - Ways, Structures, & Amenities

SCOPE OF PROJECTS

DALLAS CENTRAL BUSINESS DISTRICT (CBD) D2

Dallas Central Business District (CBD) D2 Alignment

The second CBD alignment (D2) through Downtown Dallas, doubling downtown LRT capacity, connects Victory Station and the Green Line. This project is in the planning and development phase.

PROGRAM OF INTERRELATED PROJECTS

Red & Blue Line Platform Extensions

The purpose of this project is to modify platforms at 28 stations along the Red and Blue Lines that were constructed before 2004 to accommodate three-car trains. This modification will increase the carrying capacity of the system and enhance the core capacity of the network. The Federal Transit Administration (FTA) authorized advancement of the Red and Blue Line Platform Extensions project into Entry to Engineering (EE) on July 28, 2017. Application for the Full Funding Grant Agreement (FFGA) was achieved August 17, 2018. The FFGA was executed on May 28, 2019. This project is in the construction phase.

Dallas Streetcar Central Link

The Dallas Streetcar Central Link is a modern streetcar alignment connecting from the Union Station/Omni Hotel area through the central core of Downtown Dallas, linking to the M-Line trolley near Uptown and Klyde Warren Park.

COMMUTER RAIL

Cotton Belt Corridor Facilities

The 26-mile long, regional rail Cotton Belt Corridor extends from DFW International Airport (DFWIA) through the northern portion of the DART service area to the existing DART Red Line, passing through the cities of Grapevine, Coppell, Carrollton, Addison, Dallas, Richardson, and Plano, with 11 proposed stations along the way. This project is in the design and construction phase.

TRINITY RAILWAY EXPRESS (TRE) PROJECTS

Valley View to West Irving Double Tracking

This double tracking project involves construction of approximately 1.4 miles of new Class 4 double track between the Dallas/Tarrant County Line and the West Irving Station, including a new bridge structure and conversion of an existing turnout to a crossover. This project is currently in the closeout phase.

Positive Train Control (PTC)

This project is a result of a United States Congressional mandate to prevent train-to-train collisions, overspeed derailments, movement of a train through a switch left in the wrong position, and incursion into an established work zone.

TRE Noble Branch Bridge

The Noble Branch Bridge, a 155-foot Open Deck Through Double Lattice Truss originally constructed in 1903 and modified in 1934, has reached the end of its useful life. It is currently subjected to speed restrictions for freight trains operating with 286,000-pound cars. As reinforcement is not an option, it is proposed to replace the bridge with a new superstructure with a concrete deck, concrete abutments and composite ties. The bridge truss is eligible for listing on the National Registry of Historic Places.

Inwood Bridge

The existing bridge is a ballast deck bridge and consists of five (5) spans:

- Three (3) ballast deck timber pile trestle spans, 13', 14', and 10' in length respectively. Three (3) timber bents are located at the west approach. The timber pile trestle spans were built in 1953.
- Two (2) ballast deck steel beam spans, approximately 44' in length each, which rest on concrete piers and a concrete abutment. These steel beam spans were built in 1953.

Medical District Drive Bridge

Approx. 1300 LF of roadway improvement from 4-lane divided to 6-lane divided with provisions of bicycle lane in each direction and enhanced sidewalk. Further, scope included ground water, waste water, and storm drainage improvements including additional drainage behind CMC building. Due to the widening of the road, TRE bridges will have to be reconstructed. Dallas County will coordinate all construction on this project.

TRE Locomotive Purchase

This project is the result of receiving an FTA grant in the amount of \$4,600,000 with a total eligible cost of \$5,750,000 for the purchase of a new locomotive. TRE's small fleet consists of older model locomotives. New generation locomotives are not compatible with the existing fleet; therefore, TRE purchased two (2) remanufactured locomotives. Progress Rail was awarded the contract in May 2019 and will provide two (2) remanufactured F40PH locomotives.

ADDITIONAL CAPITAL DEVELOPMENT

DART Police Facilities

This project provided for the renovation and conservation of the historic Monroe Shops to house a new modern headquarters for the DART Police (completed March 2011). This project also includes the Northeast Substation and the Northwest Substation.

CBD/Traffic Signal Priority (TSP) System

The CBD/TSP System project, being developed jointly with the City of Dallas (COD), provides traffic signaling priority to trains in the central business district, to ensure schedule achievement. It comprises communication between trains, detection equipment, and traffic signals.

CBD Rail Replacement

The CBD Rail Replacement project is a phased implementation plan to address the condition of rail wear in the CBD (Pearl Station to Houston Street). The project includes: Phase I - limited replacement of worn rail in selected curves; Phase II - special track procurement; and Phase III - full replacement of remaining CBD rail.

Hidden Ridge Station

This deferred light rail station will be constructed on the operating Orange Line and is fully funded by the City of Irving in accordance with the Interlocal Agreement executed on March 27, 2018.

SAFETY AND SECURITY PROJECTS

CCTV on LRVs

The CCTV on LRVs project involves procurement and installation of CCTV cameras, recorders, and modems to provide surveillance capability in DART's fleet of light rail vehicles. The project plan includes two phases: Phase I – installation of 48 pre-wired vehicles, and Phase II – installation of 115 vehicles to be configured.

Other Safety & Security Projects

The following priority projects have been identified to enhance safety and security at transit facilities, improve the customer experience and deter loitering:

1. Installation of fencing at Convention Center Station
2. Improvements to Convention Center Station area lighting
3. Installation of a CCTV display monitor at West End Station
4. Improvements to West End Station area lighting

STREETCAR PROJECTS

Streetcar Extension Projects

The City of Dallas identified funding for design and construction services to extend the Union Station to Oak Cliff Streetcar Project south approximately 0.75 mile to the Bishop Arts District (Southern Extension – completed and in Revenue Service in August 2016), and north approximately 0.67 mile to near the Dallas Omni Hotel (Northern Extension). DART is serving as the City's technical representative on the Northern Extension. The project is being initiated as design/bid/build project and is being procured and managed through DART.

LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE I

The LRT Buildout Phase I consisted of approximately 24 miles of light rail transit lines extending northeast to Garland (Northeast Corridor) from the Mockingbird Station and north to Plano (North Central Corridor) from the Park Lane Station. The construction of this 24-mile system included contracts for: facilities construction for each line section (station and guideway construction), systemwide track installation, systemwide landscaping/amenities, systems installation (traction electrification, signals, communications, and fare collection), and vehicle procurement. Phase I also included expansion of the existing Service & Inspection (S&I) Facility (completed July 2002), construction of the Vehicle Acceptance Facility (VAF - completed August 1999), and finish-out of Cityplace/Uptown Station (completed December 2000). Buildout Phase I related projects (funded by FFGA Amendment 10) included Bush Turnpike Station (completed December 2002), Parker Road Station Phase II Parking (completed August 2002), Walnut Hill Parking (completed December 2006), S&I Phase II Expansion (completed November 2006), Parker Road Parking Expansion (completed October 2009), and Purchase of 20 LRVs (contract closed August 2016).

LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE II

The LRT Buildout Phase II consisted of approximately 46.1 miles of light rail transit lines extending northward from the Dallas CBD to the City of Carrollton (Northwest Corridor), including a branch from Northwest Highway out to DFW Airport (Irving/DFW Corridor). Phase II also extended the light rail transit lines southeasterly from the Dallas CBD to Buckner Blvd. in South Dallas (Southeast Corridor) and easterly from the Downtown Garland Station to the Rowlett Park and Ride (Rowlett Extension). The construction of Phase II included two construction manager/general contractor (CM/GC) contracts inclusive of pre-construction services, facilities construction, trackwork, landscaping, and systems elements installation; three design-build contracts inclusive of facilities construction, trackwork, landscaping, and systems elements installation; Northwest Rail Operating Facility (NWROF) contracts consisting of five lots; and contracts for major equipment, material, and vehicle procurements. Construction was done in two phases: Phase IIA, which includes the Southeast and Northwest corridors (26.8 miles – completed December 2010), and Phase IIB, which includes the Irving/DFW Corridor (14.5 miles – completed August 2014) and Rowlett Extension (19.3 miles – completed December 2012). Other Phase II projects included in this program were Raise and Extend Four CBD Stations (completed November 2008), NW-2 Additional Betterments and Love Field West Area Improvement (completed August 2010), Level Boarding Modifications for Outlying Stations (completed November 2012), Downtown Rowlett Station East Parking Lot (completed November 2012), and Closed-Circuit Television (CCTV) System (completed December 2012).

LIGHT RAIL TRANSIT (LRT) BUILDOUT PHASE III

The LRT Buildout Phase III consisted of the southward 2.6-mile extension of the Blue Line (South Oak Cliff Corridor) to UNT-Dallas, including two new stations.



Dallas Central Business District (CBD)

D2 Alignment

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Map

D2 Alignment

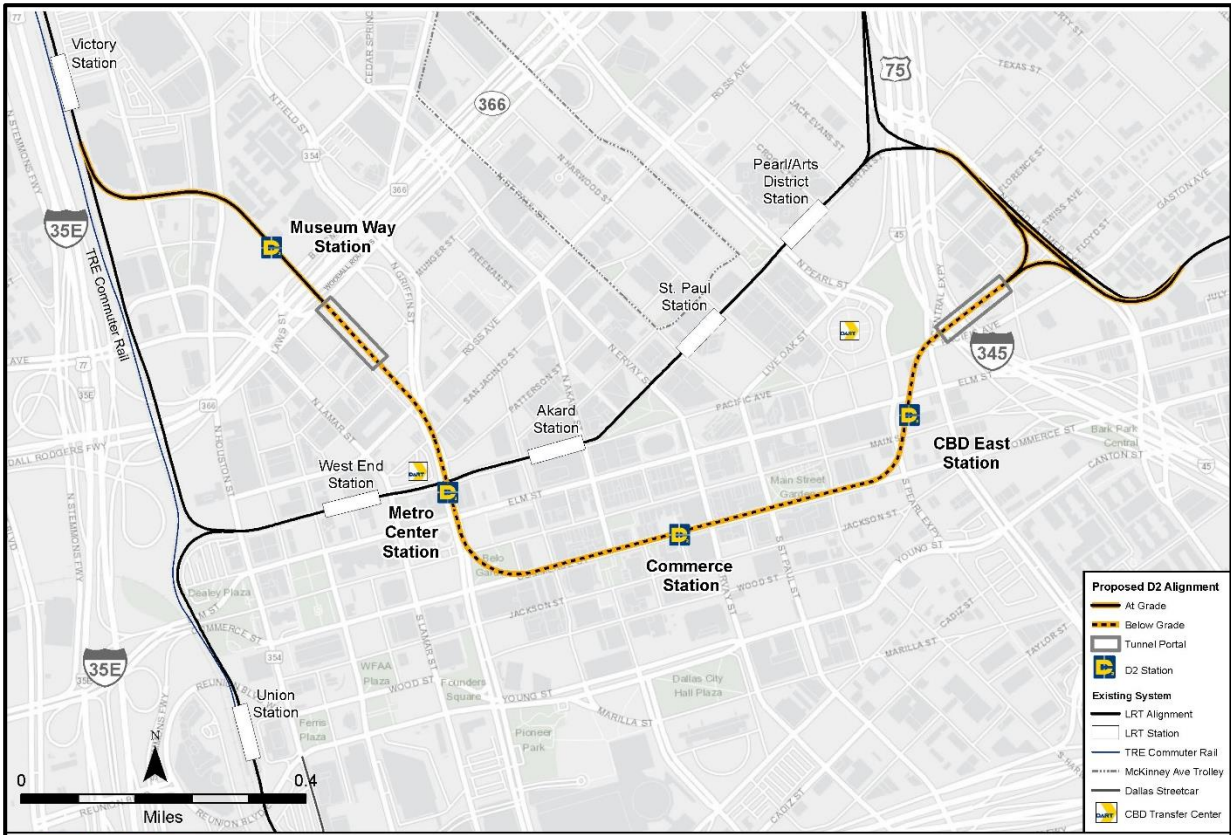


Figure 1-1
Project Study Area
 Data Source: DART, GPC6

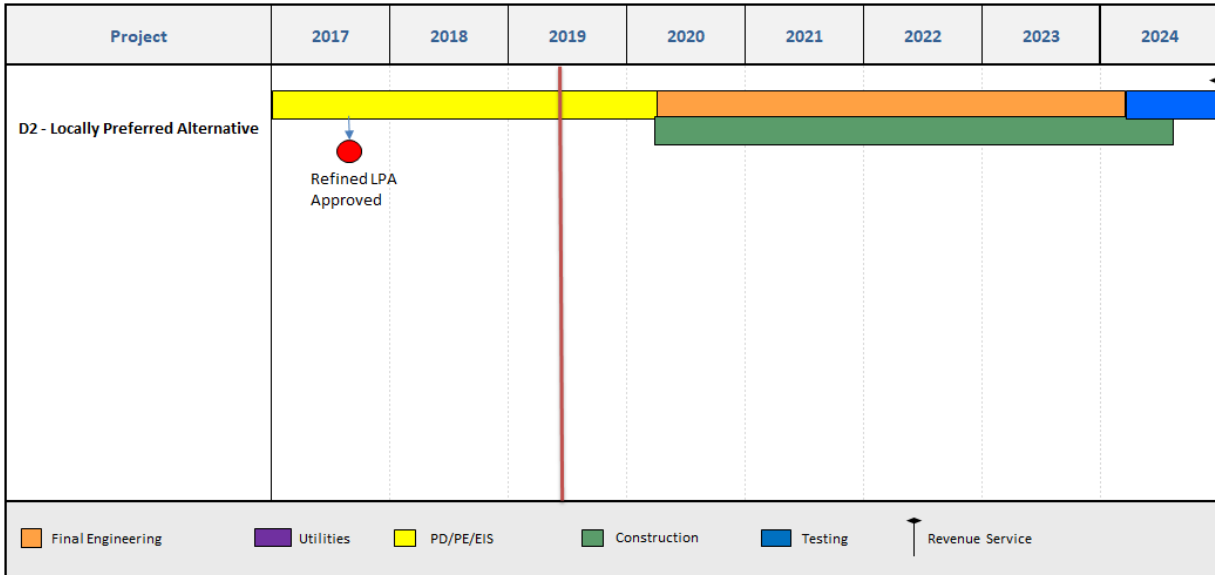
D2 Subway Project
 Draft Environmental Impact Statement

Summary Control Schedule

D2 Alignment

Dallas Central Business District (CBD) D2 Summary Control Schedule

6/30/2019



DALLAS CENTRAL BUSINESS DISTRICT (CBD) D2 PROJECT			
Cost Summary			
(in millions of dollars)			
	Control Budget ⁽³⁾	Current Commitment ⁽¹⁾	Expended to Date ⁽²⁾
Dallas Central Business District (CBD) D2	\$ 1,412.5	\$15.2	\$ 9.6

- 1) Committed values reflect activity through 06/30/19.
- 2) Expended to Date values reflect activity in DART's General Ledger through 06/30/19.
- 3) Control Budget reflects approved FY19 Financial Plan.
- 4) Control Budget reflects scope related costs only and does not include projected financing costs.
- 5) Total FY19 Financial Plan value of \$1,489.5 includes projected financing costs.
- 6) Expended to Date (Prior to Removal from CIG 3/20/18) – \$4,733,460;
Expended to Date (3/20/18 to 06/30/19 after removal from CIG) - \$4,882,451.

Dallas Central Business District (CBD) D2 Alignment

D2 Alignment

Board Strategic Priority 4: Expand DART’s transportation system to serve cities inside and outside the current service area

Description This project (known as D2 Subway) establishes a second light rail transit (LRT) line through Downtown Dallas by connecting two points: Victory Station and the Green Line near the Good Latimer/Swiss Avenue intersection. It doubles the LRT capacity through Downtown Dallas, relieving congestion on the existing Bryan/Pacific Transit Mall and on the Downtown junctions, and increasing capacity systemwide.

An Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) was completed in May 2010. The second phase of the AA effort was completed under an FTA grant to address comments and suggestions received during the AA/DEIS. That effort culminated with the DART Board of Directors’ selection of a Locally Preferred Alternative (LPA) in September 2015. That decision led to the initiation of Project Development (PD) on the LPA in early 2016. On October 25, 2016, the Board of Directors approved the FY 17 Financial Plan, which included \$1.3 billion for development of an all-subway D2. This action marked a departure from the direction previously provided with the selection of the LPA. The new direction required a refinement of the LPA, where options that had been considered during the original AA/DEIS and possibly other corridors would be evaluated. This effort concluded with the Board approval of the Commerce via Victory/Swiss Alternative as the LPA on September 26, 2017. PD was re-initiated on the new LPA in Fall 2017 and is continuing locally as the two-year PD timeframe was exceeded under the FTA Capital Investment Grant (CIG) program.

Assumptions in the current FY 2019 Twenty-Year Financial Plan reflect a \$1.4 billion project cost and a conservative \$300 million external grant. However, DART plans to pursue an approximately 50/50 funding share between local/federal sources, and the project is expected to be completed in 2024.

Status The last CIG Core Capacity submittal was based on the Commerce Alternative. The D2 submittal and project received a Medium-High rating.

Dallas Central Business District (CBD) D2 Alignment

D2 Alignment

Status (Continued) The Project Development (PD) effort is focused on the Commerce Alternative. The 10% design package was submitted to DART on March 8, 2019. The individual environmental, existing conditions technical memos were also completed. Current and upcoming work includes: completing 20% design level and completing the impact analysis technical memos in Summer 2019.

On March 20, 2018, FTA denied DART's request to extend Project Development to November 2019. At the same time, it withdrew the project from the CIG program. FTA recommended that DART reapply to enter Engineering phase after all required activities are completed. Discussions and the work effort to accomplish this have begun.

The project team held the following meetings: Open House for DART staff (March 19), Open House for the City of Dallas staff (April 10), Stakeholder Committee (April 18), Public Meetings (April 25). The Team also held several project coordination meetings with TxDOT/City of Dallas/NCTCOG; standing, bi-weekly project briefings with the City of Dallas and bi-weekly, monthly and quarterly meetings with FTA; and one-on-one Stakeholder meetings on an "as needed" basis.

Issues None

Dallas Central Business District (CBD) D2 Six-Month Look Ahead

Project	2019					
	July	August	September	October	November	December
CBD - D2	<div style="background-color: #FFD700; height: 10px; margin-bottom: 10px;"></div> <p>TxDOT/NCTCOG/City of Dallas Interagency Coordination Meetings</p> <ul style="list-style-type: none"> • May 28 2019A • June 07, 2019A • June 19, 2019A <p>Commerce Station Workshop: Summer 2019 Metro Center Station Workshop: mid-July 2019</p> <p>DEIS-Impacts Analysis: Fall 2019 20% Design Submittal: Fall 2019</p> <ul style="list-style-type: none"> • Final Alignment and Station Locations • Street Modification Drawings • Traffic Operations and Impacts Analysis • Operating and Special Events Operating Plan • Capital Cost Estimates <p>Develop strategy and schedule with FTA for Entry into Engineering</p>					
<div style="display: flex; align-items: center;"> <div style="width: 15px; height: 10px; background-color: #FFA500; margin-right: 5px;"></div> Project Development (Preliminary Engineering/EIS, Public Outreach Activities) </div> <p>1: Notation of "A" adjacent to a date represents "Actual" date of occurrence of the event</p>						



Program of Interrelated Projects **Red & Blue Line Platform Extensions**

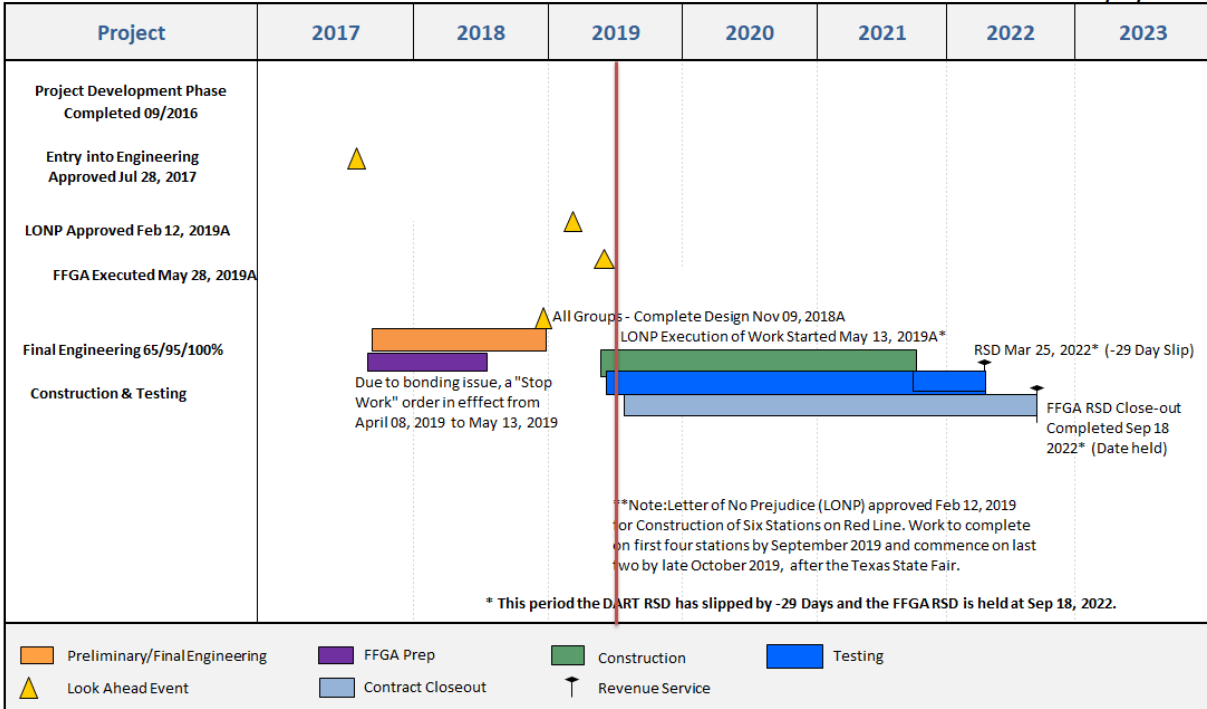
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Summary Control Schedule

Interrelated Projects Platform Extensions

Red and Blue Line Platform Extensions Summary Control Schedule

6/30/2019



Cost Summary

Interrelated Projects Platform Extensions

RED & BLUE LINE PLATFORM EXTENSIONS PROJECT			
Cost Summary (in millions of dollars)			
	Control Budget ^(3, 4)	Current Commitment ⁽¹⁾	Expended to Date ⁽²⁾
Red & Blue Line Platform Extensions	\$ 128.7	\$ 100.2	\$ 25.0

- 1) Committed values reflect activity through 06/30/19.
- 2) Expended to Date values reflect activity in DART's General Ledger through 06/30/19.
- 3) Control Budget reflects Proposed Re-Baseline Budget and FFGA application value submitted on 08/17/18.
- 4) Control Budget reflects scope related costs only and does not include projected financing costs.
- 5) CBD Second Alignment (D2) was removed from the Capital Investment Grant (CIG) Program on 03/20/18 and deleted from this slide.
- 6) Control Budget for Red and Blue Line Platform Extensions Project reflects an increase of ≈\$4.2M for Unallocated Contingency identified in DART's Capital Reserves.

Board Strategic Priority 1: Continually improve service and safety experiences and perceptions for customers and the public
2: Optimize and preserve (state of good repair) the existing transit system

Description Acquisition of property required for construction of the Red and Blue Line Platform Extensions Project

Status DART has acquired all property required for the project at the Westmoreland Station.

Temporary storage and staging areas will be located on DART-owned property.

The CM/GC has requested the use of eight properties owned by others. DART staff will work with the private property owners to obtain a Construction Right of Entry (CROE) since these locations will be needed for less than 12 months once DART's contractor begins construction activities on the property.

If the property owner declines DART's offer, the CM/GC will be responsible for using DART-owned property or to obtain a written agreement with the property owner.

DART will not use eminent domain to acquire temporary storage and staging areas for this project.

As of this date, no utility conflicts have been identified at any of the stations.

The Texas Department of Transportation Advance Funding Agreement Regarding a Texas Mobility Fund Grant has been executed. As of this date, this is the only third-party agreement that has been identified.

Issues None

Board Strategic Priority 2: Optimize and preserve (state of good repair) the existing transit system

Description The purpose of this project is to modify platforms at 28 stations, that were constructed before 2004, along the Red and Blue Lines to accommodate three-car trains. Modifications include extending platforms and/or raising portions of the platform to permit level boarding. These modifications will increase the carrying capacity of the LRT system by 30% and enhance the core capacity of the network.

Two ancillary projects related to the platform extension project will be separate from the scope of the federally-funded project. These projects that modify existing infrastructure to accommodate three-car trains are: modifying the CROF cleaning platform and extending the Westmoreland tail track.

Status Construction cost was negotiated with CMGC in June 2018. The Issue for Construction (IFC) submittals for Groups C, D, and E were received in July and August 2018. The IFC submittals for Groups A and B were received in October 2018.

The anticipated August 2018 date for submittal to FTA for the Full Funding Grant Agreement (FFGA) was achieved August 17, 2018.

On September 24, 2018, the FTA confirmed use of pre-award authority on long-lead items.

On October 30, 2018, the Board authorized award of construction contracts pending FFGA execution.

On December 7, 2018, DART submitted a request for a Letter of No Prejudice (LONP) authorizing DART to begin construction on six Red Line stations on the North Central Corridor.

In February 2019, DART prepared a CM/GC Group B contract change to construction schedule and NTP for LONP work.

On March 12, 2019, DART issued NTP to CMGC Group B for work under Letter of No Prejudice (LONP) and long lead procurement items; a revision was issued on March 18, 2019. Anticipated start of construction was delayed from March 25, 2019, to May 1, 2019, due to contractor mobilization. In April, a stop work order was issued for site activities only pending resolution of mobilization issues.

Status (Continued) On May 13, 2019, an NTP was issued to CMGC Group B and work commenced at Downtown Plano and Galatyn Park Stations on May 28, 2019.

On March 29, 2019, DART issued NTP to CMGC Groups A and C for procurement of long lead items.

On May 28, 2019, the FFGA was executed. It is anticipated that request for bondswill be made six-months prior to the start of the work being done. Upon receipt of bonds, NTP letters will be issued to Group A, Group C and Group D, approximately April 2020. NTP letter for Group E is anticipated August 2019.

Issues **Schedule Mitigation**

Although the date for the FFGA document submittal to FTA was achieved, the project completion date is trending later than the baseline schedule. DART is working to reconcile the difference between the working schedule and the baseline schedule.

FFGA Execution

The FTA-provided roadmap anticipated execution of the FFGA in March 2019. With the FFGA execution on May 28, 2019, this issue is closed.

Six-Month Look Ahead

Interrelated Projects Platform Extensions

RED AND BLUE LINE PLATFORM EXTENSIONS Six-Month Look Ahead

Project	2019					
	July	August	September	October	November	December
Red and Blue Line Platform Extensions - Pre-Construction/Construction Related Activities	<p>Group B Construction commenced May 13, 2019 and continues under LONP #1 until Dec 17, 2019</p> <p>▲ Issue NTP Group B under FFGA</p> <p>▲ Issue NTP for Construction Group E CM/GC</p> <p>*Stop Work Order in effect from Apr 08, 2019 thru May 13, 2019 due to Performance Bond issue (LONP)</p> <p>▲ Commerce Group E Construction</p> <p>▲ Continue Group B Construction under FFGA</p>					
Red and Blue Line Platform Extensions - Design Related Activities	<p>Begin DSDC Services Mar 25, 2019A</p> <p>Continue DSDC Services</p> <p>Commence Texas State Fair Sep 27, 2019. Finish Oct 20, 2019</p> <p>No construction work is scheduled on RBPE project during the Texas State Fair Window</p>					
Red and Blue Line Platform Extensions - OCIP Procurement Process	<p>OCIP Coverage Continues through-out Project until Dec 2021</p>					
Red and Blue Line Platform Extensions - Federal Process	<p>RBPE-FFGA May 28, 2019A</p>					
<p>▲ Look Ahead Event</p> <p>■ Texas State Fair Window 2019</p>						

Change Control Summary

Interrelated Projects Platform Extensions

Interrelated Core Capacity Projects - Change Control Summary

Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	(note b) Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Additional Comments (June 2019)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	(Note a)	
Red & Blue Line Platform Extensions Group A	C-2030485-01	Austin Carcon JV	\$16,283,305	\$814,165	\$17,097,470	0	\$16,283,305	\$814,165	0%	10%	
Red & Blue Line Platform Extensions Group B	C-2030485-02	Omega Contracting, Inc.	\$21,891,862	\$1,094,593	\$22,986,455	0	\$21,891,862	\$1,094,593	0%	10%	
Red & Blue Line Platform Extensions Group C	C-2030485-03	Omega Contracting, Inc./ DES JV	\$9,324,025	\$466,202	\$9,790,227	0	\$9,324,025	\$466,202	0%	10%	
Red & Blue Line Platform Extensions Group D	C-2030485-04	Gilbert May, Inc dba Phillips May Corporation	\$9,072,043	\$453,603	\$9,525,646	0	\$9,072,043	\$453,603	0%	10%	
Red & Blue Line Platform Extensions Group E	C-2030485-05	Gilbert May, Inc. dba Phillips May Corporation	\$9,829,124	\$491,456	\$10,320,580	0	\$9,829,124	\$491,456	0%	10%	
TOTALS:			\$66,400,359	\$3,320,019	\$69,720,378	\$0	\$66,400,359	\$3,320,019			

Legend: % Contingency >= 70%

Notes:

a) Percent contract complete based on work in place value.

b) The dollars shown in executed contract modifications are based on Project Controls physical possession of a copy of the executed document.

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Program of Interrelated Projects

Dallas Streetcar Central Link

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Cost Summary

Interrelated Projects Central Link

STREETCAR CENTRAL LINK			
Cost Summary			
(in millions of dollars)			
	Control Budget ⁽¹⁾	Current Commitment ⁽²⁾	Expended to Date ⁽³⁾
Streetcar Central Link	\$ 96.2	\$ 0.0	\$ 0.0

- 1) Control Budget reflects approved FY19 Financial Plan value (pending City of Dallas Streetcar Interlocal Agreement Execution).
- 2) Committed values reflect activity through 06/30/19.
- 3) Expended to Date values reflect activity in DART's General Ledger through 06/30/19.

- Board Strategic Priority**
- 3: Optimize DART's influence in regional transportation planning
 - 4: Expand DART's transportation system to serve cities inside and outside the current service area

Description The Dallas Streetcar Central Link is a modern streetcar alignment connecting from the Union Station/Omni Hotel area through the central core of Downtown Dallas, linking to the M-Line trolley near Uptown and Klyde Warren Park.

Status DART, in cooperation with the city of Dallas and Downtown Dallas, Inc. (DDI), conducted a Supplemental Alternatives Analysis (AA) effort in 2017. Dallas City Council approved a resolution on September 13, 2017, endorsing the Elm/Commerce alternative as the preferred alternative. The resolution also stated the need for additional analysis of the Main Street and Young/Harwood alternatives during subsequent FTA project development efforts.

DART provided the City with a proposed scope for the FTA project development phase on February 2, 2018. Comments were received on April 10, 2018. A meeting with City staff was held on May 1, 2018, to discuss and finalize the scope. A consultant cost estimate has been requested and negotiated. The City and DART in the process of final negotiation of the Master Streetcar Interlocal Agreement (ILA). A Project Specific Agreement will be developed to outline scope, funding and responsibilities for the Project Development of the Central Link project. A request to enter FTA project development under Small Starts would be done concurrent with the agreement.

Issues **Required Approvals**

The following approvals are needed for project progress:

- Approval of Master Streetcar ILA, anticipated in summer 2019; and
- Timely approval of request to enter Project Development once submitted to FTA, anticipated late summer 2019.

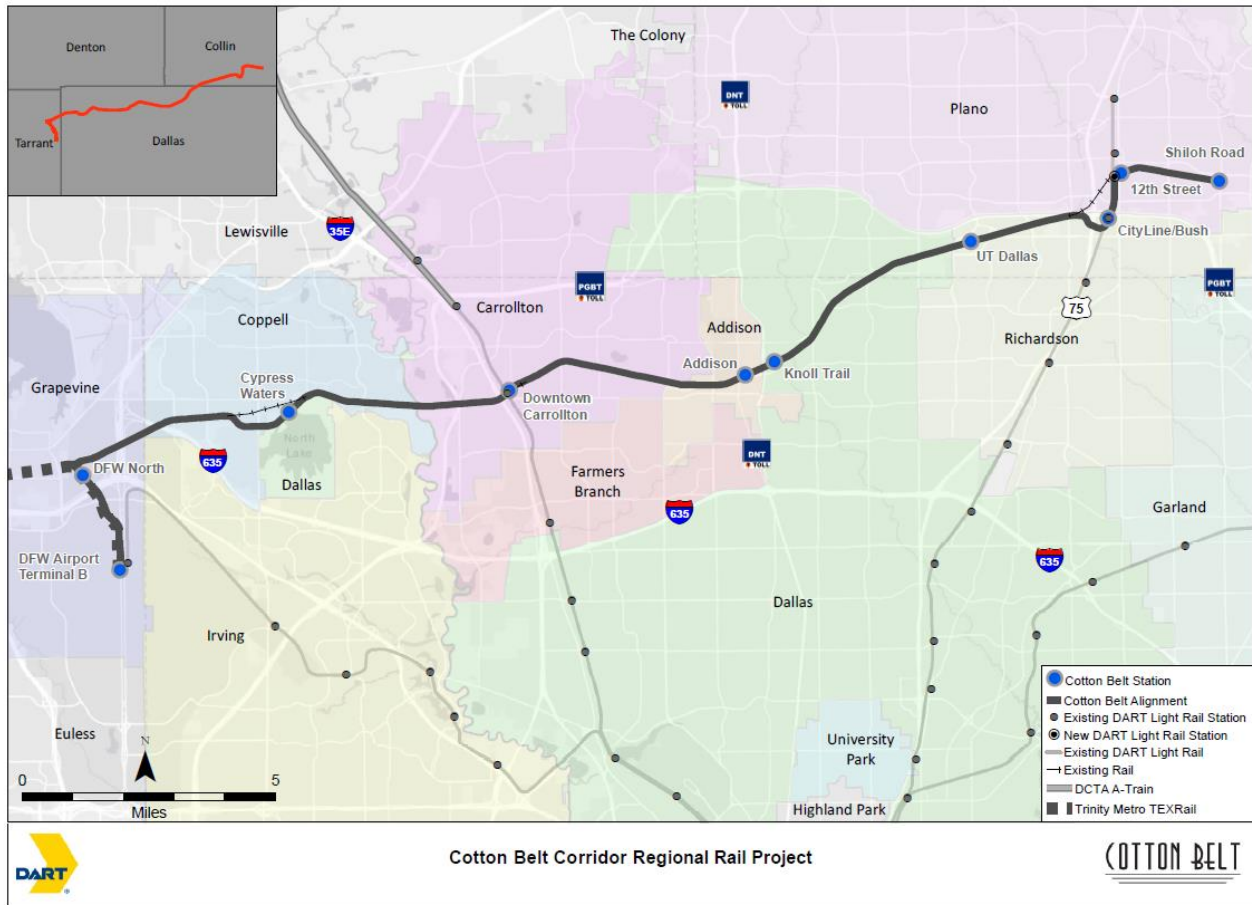


Commuter Rail

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Cotton Belt Map

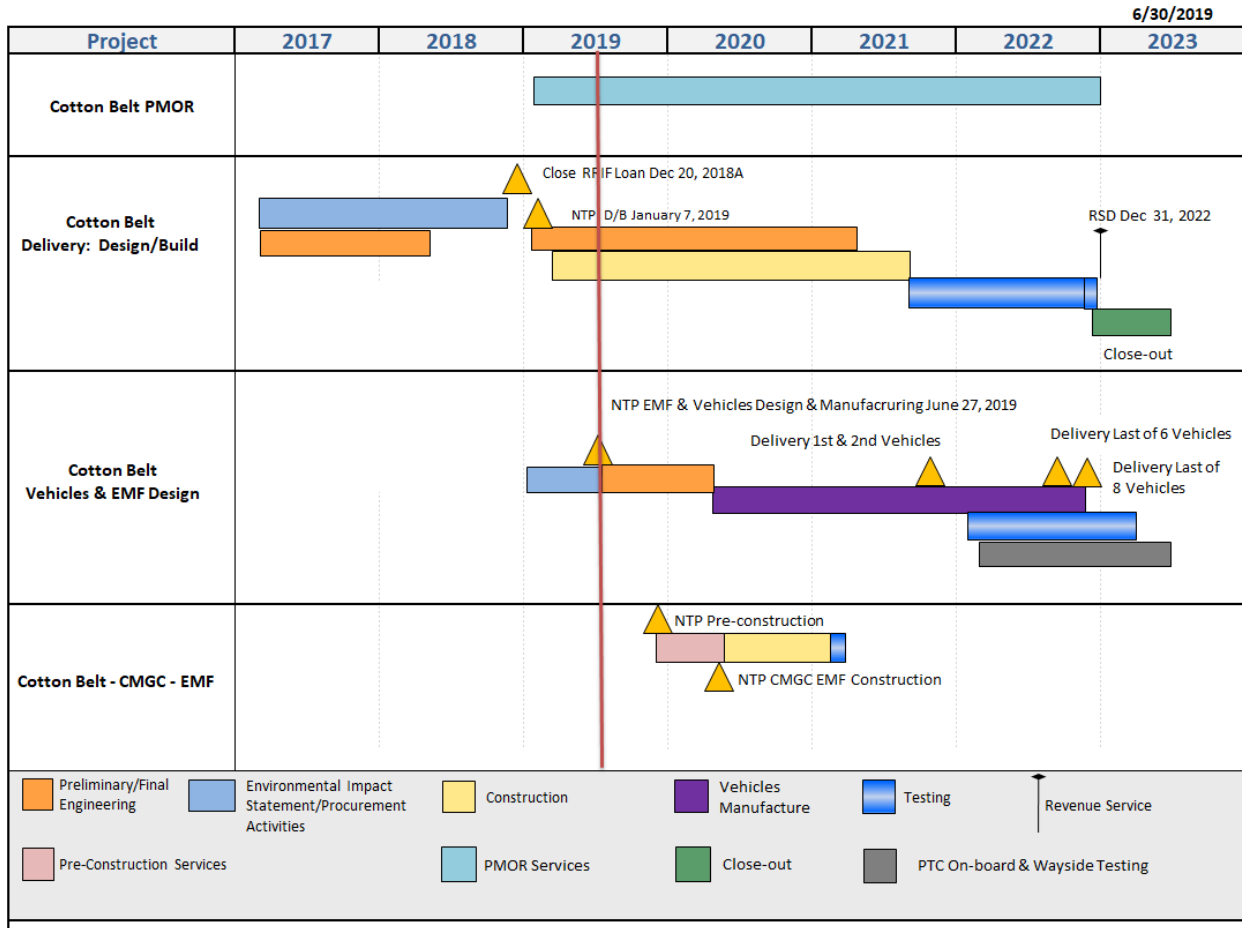
**Commuter
Rail**



Summary Control Schedule

Commuter Rail

Cotton Belt Summary Control Schedule



COMMUTER RAIL Cost Summary (in millions of dollars)			
	Control Budget ⁽²⁾	Current Commitment ⁽²⁾	Expended to Date ⁽¹⁾
Cotton Belt Corridor Facilities	\$ 991.0	\$ 924.7	\$ 52.8
OPS/ Maintenance Facility	50.0	4.9	0.0
Commuter Rail Cars	94.0	115.9	0.1
Cotton Belt Program	\$1,135.0	\$1,045.6	\$53.0

- 1) Expended to date values reflect activity through 06/30/19, as reported on DART's General Ledger.
- 2) Control Budget and Current Commitment reflect activity through 06/30/19.
- 3) Control Budget reflects Proposed Baseline Budget and FY19 Financial Plan Value.
- 4) Control Budget reflects scope related costs only and does not include projected financing costs.
- 5) DART has identified additional budget (that is not reflected in the Control Budget above) from interest savings on the RRIF loan.
- 6) Proposed DART FY20 Financial Plan to increase control budget by \$108M to \$1,243M as per DART Finance.

Board Strategic Priority 3: Optimize DART’s influence in regional transportation planning
4: Expand DART’s transportation system to serve cities inside and outside the current service area

Description Acquisition of property required for construction of the Cotton Belt Project

Status DART is identifying full and partial takes for the Cotton Belt Regional Rail Project.

- Preliminary list includes:
- 104 partial acquisitions
 - 9 whole acquisitions
 - 1 residential location
 - 15 business relocations

ROW Acquisition Team mobilized in April 2019.

Issues None

- Board Strategic Priority**
- 3: Optimize DART’s influence in regional transportation planning
 - 4: Expand DART’s transportation system to serve cities inside and outside the current service area

Description The 26-mile long regional rail Cotton Belt Corridor extends from Dallas-Fort Worth International Airport (DFWIA) through the northern portion of the DART service area to Shiloh Road in Plano. The corridor passes through the cities of Grapevine, Coppell, Carrollton, Addison, Dallas, Richardson, and Plano. A total of 10 stations were approved by the DART Board on August 28, 2018. The Cotton Belt Project would interface with three DART LRT lines: The Red Line in Richardson/Plano, the Green Line in Carrollton, and the Orange Line at DFW Airport. Also, at DFW Airport, the project would connect to TEX Rail Regional Rail Line to Fort Worth and the DFW Airport Skylink People Mover.

The proposed project is mostly at-grade, with double-track. It includes both the Cypress Waters Option (diverting from the Cotton Belt to provide a station near North Lake) and the Red Line South Option (diverting from the Cotton Belt to provide a station at CityLine before returning to the Cotton Belt), terminating at Shiloh Road.

Three federal agencies are involved in oversight of the Cotton Belt Project. The Federal Transit Administration (FTA) serves as Lead Agency, the Federal Aviation Administration (FAA) will serve as a Cooperating Agency and the Federal Railroad Administration (FRA) will serve as a Participating Agency. Funding for the project is being provided through the FRA-administered Railroad Rehabilitation and Improvement Financing (RRIF) program. FAA has jurisdiction over DFW Airport and Addison Airport.

Status The Final Environmental Impact Statement (FEIS) was signed on November 9, 2018. The FTA and FAA have determined that the requirements of federal environmental statutes, regulations, and executive orders have been satisfied for the Cotton Belt Corridor Regional Rail Project. A Record of Decision (ROD) was issued on November 9, 2018. The FEIS/ROD is available in electronic PDF format at www.DART.org/Cottonbelt.

Status (Continued) Notice to Proceed (NTP) was issued to the design-builder on January 7, 2019, and to the Program Manager/Owner's Representative (PMOR) on January 8, 2019. In February 2019, site surveying and data gathering activities were initiated. In March and April 2019, DART conducted coordination meetings with city representatives and provided updates on design and construction activities to the community. In May 2019, coordination with city representatives continued and community workshops for the betterments program were initiated in Dallas neighborhoods. On May 29, 2019, the DART Station Art and Design Orientation Meeting was conducted for the DFW North, Cypress Waters, and Knoll Trail Stations.

The design-builder is working to progress design development from the 10% level to 30% level of design. As of May 31, 2019, the design-builder has submitted 26 design packages, including street improvements and bridge layouts.

On October 12, 2018, two additional solicitations were issued: one for vehicle procurement and Equipment Maintenance Facility (EMF) design and a separate solicitation for construction of the EMF. Proposals were received in January 2019.

Negotiations for vehicle procurement were completed in April and on May 28, 2019, the DART Board authorized award of the contract for procurement of the base vehicle design and EMF design. Negotiations for the vehicle options are ongoing.

On April 30, 2019, an RFP was issued for the EMF Construction Manager/General Contractor (CMGC) Pre-Construction and Construction Services Contract. Proposals were received on June 26, 2019 and evaluations are in progress.

Anticipated date for project completion is December 2022.

Issues **Contractor Right of Entry (CROE) at DFW Airport Property**

Although the contractor has been provided access to other areas of the ROW for site information gathering, the access to DFW Airport has not been provided. CROE is anticipated in July 2019.

Agreements with Freight Railroads

Discussions are ongoing to develop agreements with rail road entities to address design review, access for construction and available work hours, and other transitional operations. DART is working with design-builder to align anticipated dates for agreements with the project schedule.

Pending Change Issue – Surveys for Real Estate Acquisition

DART is negotiating a modification to the design-build contract for professional services to conduct metes and bounds surveys for new property acquisition and easements.

Pending Change Issue – Cotton Belt Hike and Bike Trail

DART is working with the North Central Texas Council of Governments (NCTCOG) and respective cities to prepare funding agreements for implementation of the corridor-wide hike and bike trail. In July 2019, it is anticipated that DART will request a proposal from the design-builder for final design based on the 10% design under development by the NCTCOG.

Six-Month Look Ahead

Cotton Belt Six-Month Look Ahead

Project	2019					
	July	August	September	October	November	December
Cotton Belt - Preliminary Engineering Activities and Environmental Impact Documentation	Mitigation and Monitoring of Project Development					
Cotton Belt - PMOR	NTP PMOR to WSP Jan 08, 19A Continue Project Management Oversight Activities - Mobilization of Staff, Set Up Field Office, Review and Disposition of Contractors Submittals, Coordination Meetings, Community Meetings					
Cotton Belt - D/B	NTP Cotton Belt Design/Build Contract Jan 07, 19A Continue Mobilization of Personnel and Contractors, Set Up Field Offices, Continue Design Activities, Continue Utility Verifications, ROW Coordination and GeoTech Investigations					
Cotton Belt - EMF & Vehicles	NTP EMF Design & Vehicle Design/Manufacturing June 27, 2019A <div style="text-align: center;"> ▲ EMF 10% Design & Vehicles 10% Design Complete </div> <div style="text-align: center;"> ▲ EMF 30% Design & Vehicles 30% Design Complete by Vehicle Mfg. </div>					
Cotton Belt - EMF CMGC	EMF CM/GC- Issue RFP Apr 30, 2019A <div style="text-align: center;"> ▲ EMF CM/GC RFP Submissions Due </div> NTP EMF Pre Construction Services ▲					
▲ Look Ahead Event						

Change Control Summary

**Commuter
Rail**

Commuter Rail Projects - Change Control Summary

Facility/ Contract Package	Contract Package	Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	Note (b) Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Additional Comments (June 2019)
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	Note (a)	
Cotton Belt Regional Rail -Design Build	C-2033270-01	Archer Western Herzog 4 JV	892,486,819	31,349,039	923,835,858	0	892,486,819	31,349,039	0%	0%	
Cotton Belt Regional Rail -PMOR	C-2034482-01	WSP/AZ&B Joint Venture	6,331,938	1,434,025	7,765,963	0	6,331,938	1,434,025	0%	0%	
Cotton Belt Regional Rail - Vehicles and EMF	C-2037370-01	Stadler US, Inc.	119,070,729	4,458,000	123,528,729	0	119,070,729	4,458,000	0%	0%	
Positive Train Control	C-1019272-01	Stantec Consulting Services, Inc.									
Positive Train Control (Regional PTC)	FWTA Contract	Wabtec									
Positive Train Control (Regional PTC)	C-2032359-01	Meteorcomm									
Noble Branch Bridge	Pending	Pending	0	0	0	0	0	0	0%	0%	
TOTALS:			898,818,757	32,783,064	931,601,821	0	898,818,757	32,783,064			

Legend: % Contingency >= 70%

Notes:
a) Percent contract complete based on work in place value.
b) The dollars shown in executed contract modifications are based on Project Controls physical possession of a copy of the executed document.

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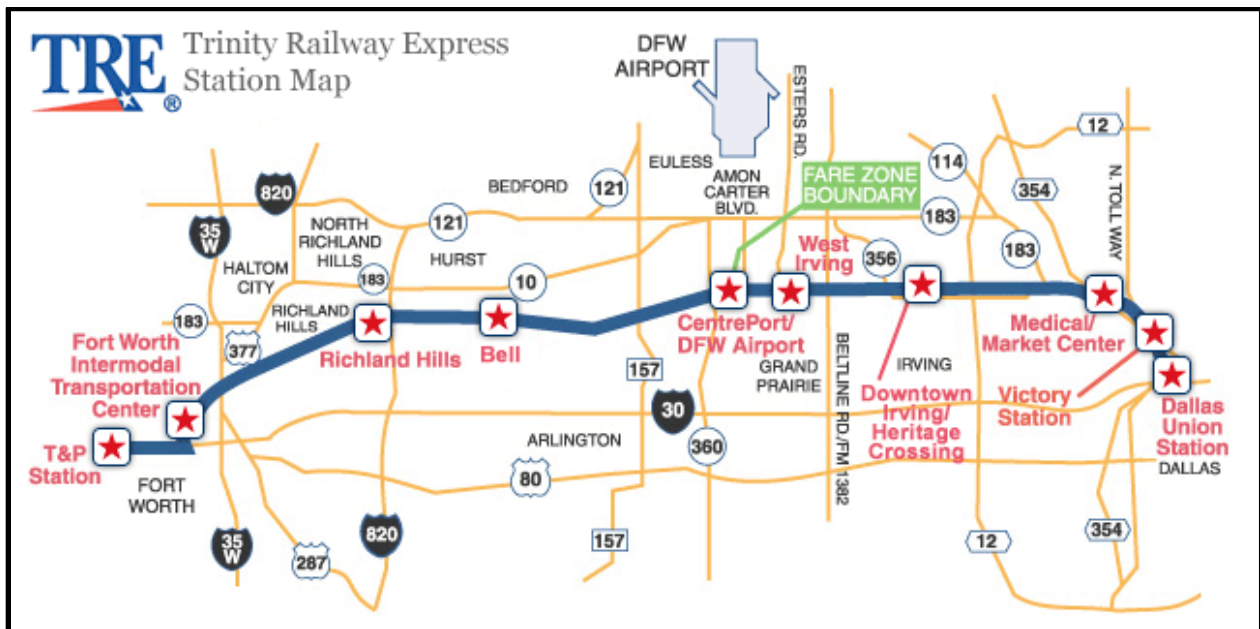


Trinity Railway Express (TRE) Projects

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Map

TRE Projects



TRE PROJECTS Cost Summary (in millions of dollars)			
	Control Budget ⁽²⁾	Current Commitment ⁽²⁾	Expended to Date ⁽¹⁾
Valley View to West Irving Double Tracking ^(3,4,5)	\$ 22.7	\$ 23.6	\$ 23.1
Positive Train Control (PTC)	34.8	40.4	28.3
Noble Branch Bridge	9.6	0.6	0.5
MP 640.41 Inwood Bridge	1.6	0.3	0.2
Medical District Drive	2.1	0.2	0.1
Locomotive Purchase	5.8	0.0	0.0

- 1) Expended to date values reflect activity through 06/30/19, as reported on DART's General Ledger.
- 2) Control Budget and Current Commitment reflect activity through 06/30/19.
- 3) Control Budget value reflects DART's FY2011 approved Financial Plan value for this project.
- 4) Control Budget increased \$6.3M due to the scope of work of Bear Creek Bridge Rehabilitation being included in this project.
- 5) Control Budget increased \$2.0M (2015) for TRE Valley View.
- 6) Control Budget decreased by \$823,075 for Inwood Bridge (2019)

Valley View to West Irving Double Tracking

TRE
Projects

Board Strategic Priority 2: Optimize and preserve (state of good repair) the existing transit system

Description This proposed double tracking project is located in the City of Irving. The project involves construction of approximately 1.4 miles of new Class 4 double track between the Dallas/Tarrant County Line and the West Irving Station. The project also includes a new bridge structure over Bear Creek and conversion of the existing #20 turnout to a #20 crossover.

Status The Funding Agreement between the Federal Railroad Administration (FRA) and the Texas Department of Transportation (TXDOT) was executed in July 2016, and the Construction & Funding Agreement between DART and TXDOT was also signed in July 2016. The FRA grant amendment includes an expiration date of March 2019.

Track material contract was issued for bid on August 7, 2015. The sole bid received in September 2015 was significantly higher than the independent cost estimate; therefore, the track materials were provided by the Operations & Maintenance (O&M) contractor for the TRE.

DART Board authorized contract award on August 22, 2017. FRA/TXDOT provided notice to proceed (NTP) on September 8, 2017. NTP was issued to construction contractor on September 8, 2017. NTP was issued to O&M contractor on September 11, 2017.

On April 10, 2018, the contractor completed demolition of the existing bridge at Bear Creek and prefabricated bridge structure move during a 72-hour shutdown.

EMF access road was completed and opened in January 2018. All track work was completed in April 2018. Final signal and system testing was completed in June 2018.

Overall construction progress is 100% complete. In March 2019, the remaining open issues were closed for Change Requests 3 and 7 regarding differing site conditions at drilled shaft for bridge at Bear Creek. In April 2019, the DART Board authorized a contract modification for change requests. Contract closeout is in progress with anticipated close-out in August 2019.

Valley View to West Irving Double Tracking

**TRE
Projects**

Issues **Project Budget**

An FY 2019 Capital Project Request has been submitted for additional funding. Following resolution of change requests in April 2019, a final budget reconciliation will be conducted to close this issue.

Board Strategic Priority 1: Continually improve service and safety experiences and perceptions for customers and the public
2: Optimize and preserve (state of good repair) the existing transit system

Description Congress approved the Rail Safety Improvement Act of 2008 which resulted in a United States Congressional mandate, CFR 49 Part 236 I, Positive Train Control (PTC). PTC is designed to prevent train-to-train collisions, overspeed derailments, movement of a train through a switch left in the wrong position and incursion into an established work zone.

Status After numerous reports to Congress regarding ongoing challenges in implementing PTC, Congress passed the Surface Transportation Extension Act of 2015, which revised the Positive Train Control requirements including the extension of the substantial implementation deadline from December 31, 2015, to December 31, 2018; permits carriers to provide for an alternative schedule and sequence for implementing a PTC system, subject to DOT review; requires railroads to submit a revised PTC Implementation Plan by January 27, 2016; requires railroads to submit an Annual Status Report to the FRA by March 31st each year; and requires FRA compliance reviews and reports due to Congress by July 1, 2018.

The Trinity Railway Express (TRE) is working on several fronts to advance the implementation of PTC in accordance with the approved TRE PTC Implementation Plan (PTCIP). With safety, interoperability and cost effectiveness as core objectives, DART and Trinity Metro have formed a Regional Positive Train Control coalition to address PTC. To maximize the PTC technology in an efficient manner, the technology will be implemented as a regional solution consistent with the Operations and Maintenance strategy which leverages shared operations and technology between TRE and Trinity Metro.

After unsuccessful negotiation of a Systems Integrator contract, DART and Trinity Metro made the determination to self-perform the various components of the project working directly with the vendors. The two agencies worked together to devise the roles and responsibilities of each agency.

DART took the lead with PTC-220, LLC, for the spectrum and with Meteorcomm for the radio equipment. A Spectrum Sublease

Status (Continued) Agreement with Burlington Northern Santa Fe (BNSF) and PTC-220, LLC, (comprised of Class I Railroads, spectrum owners) through the Trackage Rights Agreement, was signed in June 2017 for the purposes of leasing radio spectrum. DART negotiated the license agreements required for the Regional PTC with Meteorcomm to allow for the radio equipment necessary for the rolling stock, communication systems, and wayside segments. The Meteorcomm Agreement was fully executed in May 2017.

Trinity Metro negotiated the design and installation of the Back-Office System, Dispatch System, rolling stock and wayside. On November 18, 2016, Wabtec Corporation delivered the revised price proposal for the TRE PTC system design and implementation, including the Hosted Solution for the Back-Office System. On December 18, 2017, Trinity Metro signed the PTC System Implementation Contract with Wabtec Corporation.

Fiber optic cable installation between Fort Worth Texas & Pacific (T&P) Station and Union Station to support the PTC project was completed in March 2018 through an agreement with MCI/Verizon.

The Radio Spectrum Analysis has been completed by the Transportation Technology Institute (TTI), which confirmed the three radio tower structures currently in place along the TRE are sufficient to support the PTC project.

Major testing activities completed includes Critical Feature Validation and Verification, F59PH & Bombardier Cab Car Brake Test consisting of Low Speed (20 mph) and High Speed (79 mph), Route Navigation and Speed Verification, Wayside Interface Unit (WIU) Field Validation and Verification, Lab Integration Nearest Neighbor, Lab Integration End to End – Cycle 1, Field Integration Testing, and Field Qualification Testing (End to End Runs).

Wabtec has completed installation on 17 of 17 onboard vehicles, 38 of 38 WIUs, and 3 of 3 Base Station 220 MHz data radios.

On March 28, 2019, the FRA sent notification of Conditional Approval of the TRE's request to conduct Revenue Service Demonstration (RSD) of its Interoperable Electronic Train Management System. The installation of the new Penta radio and CAD merged database was completed on April 27, 2019, and RSD was initiated on May 2, 2019. TRE completed the requirements stated

Status (Continued) in the FRA Conditional Approval and entered Extended RSD on May 23, 2019.

Wabtec has reported the following status as of June 30, 2019:

- System Engineering 66% complete
- Test Procedure Development 100% complete
- Engineering Functional Requirements 87% complete
- Track Data Services (GIS) 100% complete
- Communication Implementation 96% complete
- Wayside Implementation 100% complete
- Onboard Installation 91% complete
- Interoperable Train Control
Message (ITCM) Hosting 88% complete
- Back Office System 100% complete
- System Integration 42% complete
- Training 94% complete

Issues **Delays**

The start of RSD had been delayed until the installation of the new Penta radio and the migration to the new merged database version of the CAD system to dispatch both TRE and TEXRail more efficiently. The migration was completed on April 28, 2019 and RSD was initiated on May 2 and completed on May 22, 2019. This issue is closed.

Board Strategic Priority 2: Optimize and preserve (state of good repair) the existing transit system

Description The Noble Branch Bridge, a 155-foot Open Deck Through Double Lattice Truss originally constructed in 1903 and modified in 1934, has reached the end of its useful life. It is currently subjected to speed restrictions for freight trains operating with 286,000-pound cars. As reinforcement is not an option, it is proposed to replace the bridge with a new superstructure with a concrete deck, concrete abutments and composite ties. The bridge truss is eligible for listing on the National Registry of Historic Places.

Status During the inspection and load rating of the Noble Branch Bridge in 2011, it was determined the truss in its current condition could no longer adequately support the required railroad loadings of the heavier cars being used by the railroads. The structure currently has a speed restriction of 10 mph for any train with 286,000-pound cars. Because of the age of the structure, reinforcement is not a reasonable solution due to the fatigue issues of the structure that would require complete replacement of all primary tension members and connections (over half of the bridge components), as well as repairing all of the members that have been damaged by impacts and years of service.

Replacing the bridge would allow freight traffic to travel at maximum authorized speed across the bridge, thus improving system throughput. A new bridge structure would also have a higher bridge rating.

The proposed replacement includes a new double-track ballasted steel superstructure on concrete piers/columns, concrete abutments, and composite ties.

The statement of work and cost estimate for the proposed replacement was finalized with the design firm, with Notice to Proceed for design issued in the second quarter of FY16. One-hundred percent design was approved in October 2016, allowing for the preparation of the solicitation documents. DART received the executed Memorandum of Agreement from the Texas Historical Commission and U.S. Army Corps of Engineers (USACE) Permit on July 12, 2017.

A Request for Proposal for the bridge construction will be let by the end of the first quarter FY 2020.

Issues **Historical Value**

The bridge truss is eligible for listing on the National Registry of Historic Places (NRHP); the new design and removal of the truss bridge requires mitigation. DART worked in conjunction with the Texas Historical Commission (THC) during the design phase to show the effect and determination of an appropriate mitigation, which was determined to be a mitigation in place – resulting in the truss section to be moved directly north of the existing location.

Coordination Efforts

This work will also require coordination with the Army Corp of Engineers and the Environmental Protection Agency and requires a 404 Permit.

Board Strategic Priority 2: Optimize and preserve (state of good repair) the existing transit system

Description The existing bridge is a ballast deck bridge and consists of five (5) spans:

- Three ballast deck timber pile trestle spans, 13', 14', and 10' in length respectively. Three (3) timber bents are located at the west approach. The timber pile trestle spans were built in 1953.
- Two ballast deck steel beam spans, approximately 44' in length each, which rest on concrete piers and a concrete abutment. These steel beam spans were built in 1953.

The timber ballast deck on the steel beam spans has decayed over the years creating voids allowing the track ballast to fall onto the roadway below. Temporary plywood planks have been placed over the voids to maintain the ballast. As the timber deck continues to decay, these maintenance repairs will be an on-going issue. The west timber approaches appear to have been subjected to a fire at some point in their life, but no significant damage to the bridge was observed.

Status The completed signed and sealed documents were submitted in January 2017. The design consultant proposes to replace the timber ballast deck on the two steel beam spans over Inwood Road, providing analysis of existing steel members along with recommendations for leaving the existing steel beams in place. The existing ballast deck timber trestle structure will be replaced with a single-span steel superstructure supported by a new straddle abutment on drilled shafts. Construction activities will occur within the DART ROW. The single-span composite steel girder superstructure is supported on a straddle abutment on the west side and on the existing pier on the east side. The structural system was chosen to maximize construction prior to the track outage and to minimize construction during the outage. An Accelerated Bridge Construction (ABC) approach will minimize required track outages by utilizing pre-constructed structural units, ultimately reducing project schedule and cost.

The proposed new bridge begins at Station 104+77.88 and extends to Station 106+02.52, with an elevation variance of 0.18.

Status (Continued) DART performed a cultural resources assessment for the existing Inwood Road Bridge to determine if it was eligible for listing in the National Register of Historic Places (NRHP) and is coordinating the recommendation to the State Historic Preservation Office (SHPO).

A Request for Proposal for the bridge construction will be let by the end of the first quarter FY 2020.

Issues **Construction Recommendation**
Excavation and construction of the drilled shafts should be observed by a qualified geotechnical engineer or a technician under the supervision of a geotechnical engineer. The following items must be verified: shaft dimensions and proper reinforcement, placement of concrete and use of tremie or pumps, cleanness, and amount of water in shaft excavations.

Vibration/movement monitoring of the existing bridge, especially Pile Bent No. 5, should be conducted during installation of the drilled shaft. An appropriate action plan should be developed if movements are detected during construction.

Medical District Drive Bridge



Board Strategic Priority 2: Optimize and preserve (state of good repair) the existing transit system

Description This project consists of approximately 1300 linear feet of roadway improvement from a four-lane divided roadway to six-lane divided roadway, with provisions for a bicycle lane in each direction and an enhanced sidewalk. Further, scope includes ground water, waste water, and storm drainage improvements, including additional drainage behind the Children’s Medical Center building. Due to the widening of the road, TRE bridges will have to be reconstructed. Dallas County will coordinate all construction on this project.

The TRE is working with Southwestern Medical District, City of Dallas, and Dallas County on the Medical District Drive project that encompasses the removal and replacement of the Main 1 and Main 2 existing bridges at MP 641.23, track approaches, and the temporary crossovers, along with associated signal work to allow for the work to be completed.

The existing bridges are single span Through Plate Girders (TPG) approximately 81' long, with a ballast deck. The proposed plans will remove and replace the existing bridges with two new TPG bridges, as well as to raise the elevation of the bridge by approximately 3.5' and accommodate the runoff back to existing track structure elevations.

The County Contractor will be responsible for the replacement of the two bridges. The TRE will be responsible for the track across both bridges including ballast, composite ties, 136 lb. rail and PTC implementation.

Status The project is currently under construction. The 100% plan, specification and estimate were submitted in May 2017. The notice to proceed for construction was in April 2018. The main two existing bridges and abutments have been removed. The project is anticipated to be complete in summer 2020.

Issues Construction Activities

During installation of temporary special shoring, several incidents occurred along the track and caused the TRE to put the slow order on the track. DART/TRE recently met with Dallas County to discuss those subsidence issues and resulting track deflection. Dallas County will set up a track monitoring program. The construction team is taking survey shots along the track every four hours to review for deflections. Data collected for the past two weeks indicates that all the track movement is within the allowable limits. DART/TRE recommend that any crucial activities that could impact the track, should be scheduled when TRE is not in operation. Also freight tracks can be stopped for 12 hours to facilitate the contractor to perform any critical tasks near the track.

Board Strategic Priority 1: Continually improve service and safety experiences and perceptions for customers and the public
2: Optimize and preserve (state of good repair) the existing transit system

Description The Locomotive Purchase project allows TRE to add two locomotives to the existing fleet. TRE’s small fleet consists of older model locomotives. The remanufactured locomotives purchased in this project are compatible with the existing fleet and will minimize the need for new shop equipment.

Status Contract award and Notice to Proceed were issued to Progress Rail on April 25, 2019. The project kick-off meeting will be held in June 2019 to address project schedule and scope.

The project is funded with an FTA grant of \$4,600,000 and local matching funds of \$1,150,000. The contract was awarded with a total authorized amount not to exceed of \$4,881,700.

Issues Delays
The proposed schedule assumed a start date of January 2019. The space available at the Patterson, Georgia, facility has been filled with other contracts, moving TRE’s remanufacture start date to July 2019.

The FRA strongly recommends that railroads refrain from making alterations to their current service until after PTC certification; therefore, the two remanufactured locomotives will not be available for revenue service until after PTC certification.

Six-Month Look Ahead

**TRE
Projects**

TRE Projects Six-Month Look Ahead

Project	2019					
	July	August	September	October	November	December
TRE Valley View	▲ Contract Closed-out June 2019					
Noble Branch Bridge				NTP Construction Noble Branch Bridge ▲		
				Commence Construction Noble Branch Bridge ▲		
Positive Train Control (Fiber Installation)		▲ Configuration Management Training Complete				
	▲ Interoperability Testing					
		▲ Interoperability Testing Complete				
		Complete PTC RSD Segment 1 Demonstration ▲			Complete PTC RSD Segment 2 Demonstration ▲	
						Begin Project Closeout ▲
PTC Integrator	<div style="background-color: blue; height: 10px; width: 100%;"></div>					
					Completion of PTC RSD Demonstration ▲	
					Complete Extended PTC RSD Demonstration ▲	
			System Integration Testing			
<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 10px; background-color: yellow; margin-right: 5px;"></div> Construct/Test </div> <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 10px; background-color: blue; margin-right: 5px;"></div> Design, Build, Integrate </div> <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 10px; background-color: #0070C0; margin-right: 5px;"></div> PTC Service Demonstration </div> <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 10px; background-color: #AEC6E0; margin-right: 5px;"></div> System Integration Testing </div> </div>						



Change Control Summary



TRE Projects - Change Control Summary

Facility/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	(note b) Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Additional Comments
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	(Note a)	(June 2019)
TRE Valley View Bridge & Double Tracking Construction	C-2022481-01	Kiewit Infrastructure South Co.	\$14,634,242	\$741,000	\$15,375,242	\$348,185	\$14,982,427	\$392,815	47%	99%	
TRE Valley View Bridge & Double Tracking Track Material	C-2005858-01	Herzog Transit Services, Inc.	\$4,660,392	\$200,000	\$4,860,392	\$199,637	\$4,860,029	\$363	100%	99%	
Positive Train Control	C-1019272-01	Stantec Consulting Services, Inc.	\$4,386,248	\$219,312	\$4,605,560	\$0	\$4,386,248	\$219,312	0%	100%	
Positive Train Control (Regional PTC)	FWTA Contract	Wabtec	NA	NA	NA	NA	NA	NA	NA	NA	
Positive Train Control (Regional PTC)	C-2032359-01	Meteorcomm	\$5,089,946	\$0	\$5,089,946	\$0	\$5,089,946	\$0	0%	100%	
Noble Branch Bridge	Pending	Pending	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
TOTALS:			\$28,770,828	\$1,160,312	\$29,931,140	\$547,822	\$29,318,650	\$612,490			

Legend: % Contingency >= 70%

- Notes:
- a) Percent contract complete based on work in place value.
 - b) The dollars shown in executed contract modifications are based on Project Controls physical possession of a copy of the executed document.





Additional Capital Development

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Summary Control Schedule

Additional Capital Development

Additional Capital Development Projects Summary Control Schedules

6/30/2019

Project	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
DART Police Facilities: Monroe Shops (Closed) NE Substation & K9 - On Hold NW Substation - Projected Start 03/18												
CBD Rail Replacement Phases 3A & 3B Rail and Intersection Mods and 3C Rail Only												
CBD Rail Replacement Phase 3C (Intersections/Street Mods - Six Intersections)												
<div style="display: flex; justify-content: space-between; font-size: small;"> <div style="display: flex; align-items: center;"> Design/Utilities/ROW </div> <div style="display: flex; align-items: center;"> GMP / IFB </div> <div style="display: flex; align-items: center;"> Fab / Construct / Test </div> </div> <div style="display: flex; justify-content: space-between; font-size: small; margin-top: 5px;"> <div style="display: flex; align-items: center;"> ▲ Look Ahead Event </div> <div style="display: flex; align-items: center;"> ↑ Revenue Service </div> <div style="display: flex; align-items: center;"> Acceptance/Closeout </div> </div>												



Cost Summary

Additional Capital Development

ADDITIONAL CAPITAL DEVELOPMENT			
Cost Summary			
(in millions of dollars)			
	Control Budget ⁽²⁾	Current Commitment ⁽²⁾	Expended to Date ⁽¹⁾
DART Police Facilities ⁽³⁾	\$ 31.5	\$ 27.4	\$ 27.4
CBD Rail Replacement	43.0	25.4	16.5
Hidden Ridge Station	12.0	1.3	0.3

- 1) Expended to Date values reflect activity through 06/30/19, as reported on DART's General Ledger.
- 2) Control Budget and Current Commitment values are reflected as of 06/30/19.
- 3) Control Budget reflects approved FY13 Financial Plan budget savings reduction of (\$3.5M), BCR 151.
- 4) Control Budget reflects Proposed Baseline Budget and FY19 Financial Plan Value; reflects scope related costs only and does not include projected financing costs.

Board Strategic Priority 1: Continually improve service and safety experiences and perceptions for customers and the public
2: Optimize and preserve (state of good repair) the existing transit system

Description The DART Police Facilities project includes the Northeast Substation and the Northwest Substation.

Status **Northeast Police Substation and K-9 Facility**

A capital project review was initiated in April 2018. A revised budget and schedule will be established.

DART is reviewing TxDOT plans for improvements to the service road at the proposed site at LBJ/Skillman Station.

Northwest Police Substation

On December 21, 2017, DART enlisted architectural services to define program requirements for the police facility and other DART functions at the existing building at Walnut Hill/Denton Station. An in-progress submittal featuring schematic design floor plans dated March 23, 2018, was received by DART. Final 5% interior design plans were received and approved by DART Police in May 2018. Interdepartmental meetings will be conducted in First Quarter Calendar Year 2019 to define next steps for agency-wide facility planning.

A capital project review was conducted in March 2019. A revised budget and schedule will be established pending completion of 30% design and cost estimates.

Issues None

CBD/Traffic Signal Priority (TSP) System

Board Strategic Priority 1: Continually improve service and safety experiences and perceptions for customers and the public
2: Optimize and preserve (state of good repair) the existing transit system

Description The CBD/TSP System project provides traffic signaling priority to trains in the central business district to ensure schedule achievement. It has been developed jointly with the City of Dallas (COD) and comprises communication between trains, detection equipment, and traffic signals.

Status **Phase I** (Design & Integrate with COD) and **Phase II** (Monitor LRV, Control Traffic Signals in CBD) have been completed. **Phase IIA** is managed by the COD. COD is in the process of upgrading traffic signal controllers and central software. DART continues to monitor the City's progress and to make sure that the new controller will perform to the same level as the existing controller.

The deployment of new Traffic Signal Controllers at CBD intersections has been completed. City of Dallas and DART will work together to move peer-to-peer (P2P) feature to the new Advanced Traffic Signal Controller (ATC) from external devices.

DART and City officials met at City Manager's office and discussed on TSP project outstanding items. Per the meeting, CBD P2P wireless network will be upgraded by DART to support City of Dallas ATC controller communication. DART will assist City of Dallas in replacing the Modbus functionalities. In addition, DART will fund \$150,000 for detection system expansion into City arterial streets.

City of Dallas will add existing Modbus features inside the ATC controller to replace Modbus functionalities, and fine tune the ATC controller to at least meet 2009 baseline capabilities for Rail Operation. City of Dallas will use P2P network communication input from DART. City will manage the contract to add arterial street detection and countdown timers for pedestrians at LRT mall intersections.

DART has started procurement process for P2P wireless equipment. The estimated completion of P2P network upgrade is the end of September 2019.

Issues None

Board Strategic Priority 2: Optimize and preserve (state of good repair) the existing transit system

Description The CBD Rail Replacement project is a phased implementation plan to address the condition of rail wear in the CBD (Pearl Station to Houston Street). The project includes: Phase I, limited replacement of worn rail in selected curves; Phase II, special track procurement; and Phase III, full replacement of remaining CBD rail.

Status **Phase I – Limited Replacement**
Work was completed in December 2014. Closeout is complete.

Phase II – Special Track Procurement
Material was received on December 23, 2015. DART has closed out the contract.

Phase IIIA – Special Track Installation
DART prepared a budget and schedule to advance Phase IIIA in the Financial Plan from 2022 to 2017. Phase IIIA is the replacement and new installation for 50-meter turnouts, with remaining rail replacement in the West End area.

Phase IIIB – Intersection Work
Phase IIIB is intersection work associated with Phase IIIA work areas.

Phase IIIC – Remaining Rail Improvements
Phase IIIC is replacement of remaining track work, street headers, and drainage improvements. Replacement is scheduled for 2022.

Design NTP for Phase III was issued on February 5, 2018, and the 100% complete design documents were received on July 16, 2018.

A solicitation for construction services was issued on October 26, 2018. Bids were received in December 2018. In January 2019, the DART Board authorized award of a contract for Phase IIIA, Phase IIIB, and bid option for Phase IIIC rail replacement.

The contractor's NTP was issued on February 14, 2019. On-site construction was initiated on March 30, 2019. In June 2019, the contractor completed 12 of 20 anticipated work weekends, plus 2 of 3 weather weekends, for a total anticipated duration of 23 weekends.

Issues None

- Board Strategic Priority**
- 2: Optimize and preserve (state of good repair) the existing transit system
 - 4: Expand DART's transportation system to serve cities inside and outside the current service area

Description This deferred light rail station will be constructed on the operating Orange Line and is fully funded by the City of Irving in accordance with the Interlocal Agreement executed on March 27, 2018.

Status On October 30, 2018, an NTP was provided for professional services to complete system design and prepare bid documents. Completed bid documents were delivered in March 2019.

On April 17, 2019, the RFP for construction services was issued.

Three proposals were submitted in June 2019. DART is preparing for negotiation with the highest qualified and responsive proposer. Following a successful negotiation, Board action to award a construction contract will be requested in September 2019.

Revenue Service is anticipated in May 2020.

Issues **Status of Project Schedule**

The project completion date is trending later than the May 2020 date identified in the Interlocal Agreement with the City of Irving. DART is reviewing the project schedule to identify opportunities to improve.

Six-Month Look Ahead

**Additional Capital
Development**

Additional Capital Development Projects Six-Month Look Ahead

Project	2019											
	July	August	September	October	November	December						
DART Police Facilities Monroe Shops - Completed NE Substation & K9 Holding Area @ LBJ Sta. - On Hold NW Substation - On Hold												
CBD Rail Replacement Phase 3A & 3B Rail and Intersection Mods and 3C Rail Only Construction												
	▲ Milestone A - 3A Complete - Removed			Texas State Fair No CBD Rail Work Schedules during this window -Sep 27, 2019 thru Oct 20, 2019								
	▲ Milestone B - 3B Complete Rail Replacement											
	▲ Milestone C - 3C - Rail Replacement Complete											
	Continue work on intersection improvements											
<table style="width: 100%; border: none;"> <tr> <td style="width: 33%;"> Design/Utilities/ROW</td> <td style="width: 33%;"> GMP /IFB</td> <td style="width: 33%;"> Construct/Test</td> </tr> <tr> <td colspan="3"> Look Ahead Event</td> </tr> </table>							Design/Utilities/ROW	GMP /IFB	Construct/Test	Look Ahead Event		
Design/Utilities/ROW	GMP /IFB	Construct/Test										
Look Ahead Event												

Change Control Summary

Additional Capital Development

Additional Capital Development - Change Control Summary

Facility/ Contract Package	Consultant/ Contractor	Approved Contract Amount	Approved Contingency Allowance	Total Approved Amount	Note (b) Executed Changes	Current Contract Value	Remaining Contingency Allowance	Percent Contingency Used	Percent Contract Comp.	Additional Comments (June 2019)	
		(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	Note (a)		
DART Police Facilities Package 1	C-1017045-01	Phillips/May Corporation	\$3,797,333	\$493,653	\$4,290,986	\$485,834	\$4,283,167	\$7,819	98%	100%	Closed Expired 1/26/2010
DART Police Facilities Package 2	C-1017779-01	Phillips/May Corporation	\$13,074,333	\$1,699,663	\$14,773,996	\$1,163,622	\$14,237,955	\$536,041	68%	100%	Closed Expired 6/15/2011
DART Police Facilities Package 3	C-1018394-01	Journeyman	\$1,264,950	\$101,196	\$1,366,146	\$66,342	\$1,331,292	\$34,854	66%	100%	Closed Expired 1/31/2011
DART Police Facilities NE Facility	NE Facility Construction Pending	TBD	\$0	\$0	\$0	\$0	\$0	\$0	0%	0%	
Track Installation for the CBD Rail Limited Replacement Project	C-2011786-01	G.W. Peoples	\$5,234,800	\$523,480	\$5,758,280	\$0	\$5,234,800	\$523,480	0%	100%	Closed Expired 4/9/2015
Track Materials for CBD Rail Replacement	C-2003140-01	Progress Rail Service Corp.	\$1,112,960	\$55,648	\$1,168,608	\$0	\$1,112,960	\$55,648	0%	100%	Closed Expired 9/30/2015
Special Track Materials for the CBD Rail Replacement and SE-1 Rail Maintenance	C-2011787-01	Voestalpine Nortrak	\$795,252	\$39,763	\$835,015	\$19,147	\$814,399	\$20,616	48%	100%	Closed Expired 2/1/2016
Central Business District (CBD) Rail Replacement	C-2042466-01	Delta/Peoples JV	\$13,480,787	\$674,039	\$14,154,826	\$0	\$13,480,787	\$674,039	0%	5%	
		TOTAL:	\$38,760,415	\$3,587,442	\$42,347,857	\$1,734,946	\$40,495,361	\$1,852,496			

Legend: % Contingency >= 70%

Notes: a) Percent contract complete based on work in place value
b) The dollars shown in executed contract modifications are based on project controls physical possession of a copy of the executed document.



Safety & Security Projects

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Cost Summary

Safety & Security Projects

SAFETY & SECURITY PROJECTS			
Cost Summary			
(in millions of dollars)			
	Control Budget	Current Commitment ⁽¹⁾	Expended to Date ⁽²⁾
Safety & Security Improvements Outlying Stations	\$ 5.0	\$ 0.4	\$ 0.1
Safety & Security Improvements Downtown Dallas	3.0	0.5	0.5
Pedestrian Barriers @ Bush Turnpike Station	1.0	0.0	0.0
Signalized Crossing @ Arapaho Station	0.4	0.0	0.0
Signalized Crossing @ Ledbetter Station	0.4	0.0	0.0
Pedestrian Barriers @ Fair Park	0.2	0.0	0.0
CCTV – 163 Vehicles	12.3	11.0	10.2
Fare Barrier West End Station	3.0	0.2	0.2
Crossing @ Irving 1 and Carolyn Parkway	0.2	0.0	0.0
Total Safety & Security Projects	\$ 25.5	\$ 12.1	\$ 11.1

- 1) Committed values reflect activity through 06/30/19.
- 2) Expended to Date values reflect general ledger activity posted through 06/30/19.

Board Strategic Priority 2: Optimize and preserve (state of good repair) the existing transit system

Description The CCTV on LRVs project involves procurement and installation of CCTV cameras, recorders, and modems to provide surveillance capability in DART's fleet of light rail vehicles. The project plan includes two phases: Phase I – installation of 48 pre-wired vehicles, and Phase II – installation of 115 vehicles to be configured.

Status Phase I – 48 LRVs

Notice to Proceed (NTP) for the furnish & install contract was issued on May 9, 2016. The contractor completed all 48 production vehicles in February 2018.

Phase II – 115 SLRVs

A request to exercise the 115-vehicle option was presented to the Capital Construction Oversight Committee of the DART Board on November 14, 2017. On December 12, 2017, DART Board approved the request for the 115-vehicle option.

A total of 163 out of 163 vehicles have been completed as of April 2019. Contract close out is in progress.

Issues None

- Board Strategic Priority**
- 1: Continually improve service and safety experiences and perceptions for customers and the public
 - 2: Optimize and preserve (state of good repair) the existing transit system

Description The following priority projects have been identified to enhance safety and security at transit facilities, improve the customer experience, and deter loitering:

1. Installation of fencing at Convention Center Station
2. Improvements to Convention Center Station area lighting
3. Installation of a CCTV display monitor at West End Station
4. Improvements to West End Station area lighting

Status Installation of fencing at Convention Center Station has been completed.

Improvements to Convention Center Station area lighting are scheduled for completion in June 2019. Project is on schedule.

Installation of a CCTV display monitor at West End Station was completed in October 2018. A favorable assessment of this pilot project has been completed. Plans are in progress for procurement of additional monitors for installation at other locations.

Design for improvements to West End Station area lighting was completed in November 2018. An application for a Certificate of Appropriateness was approved by the City of Dallas in September 2018. On April 19, 2019, NTP was issued to the construction contractor. Construction completion is anticipated in August 2019.








Issues **Schedule**

A solicitation and NTP for construction services for improvements to the West End Station lighting is trending late from NTP date of January 2019. DART project team has completed a review of the remaining contract value and is proceeding with solicitation for a new task under the existing On Call Construction Services contract. On April 19, 2019, NTP was issued to the construction contractor. This issue is closed.

Six-Month Look Ahead

Safety & Security Projects

Safety & Security Projects Six-Month Look Ahead

Project	2019					
	July	August	September	October	November	December
CCTV For 163 SLRVs (48 + 115)						
			CCTV Project Complete - October 22, 2019 			
<div style="display: flex; justify-content: space-between;"> <div style="display: flex; gap: 10px;"> <div style="display: flex; align-items: center;"> Design/Utilities/ROW</div> <div style="display: flex; align-items: center;"> GMP /IFB</div> <div style="display: flex; align-items: center;"> Material Delivery/Install/Construct/Test</div> </div> <div style="display: flex; gap: 10px;"> <div style="display: flex; align-items: center;"> Look Ahead Event</div> <div style="display: flex; align-items: center;"> Acceptance/Closeout</div> </div> </div>						

Change Control Summary

Safety & Security Projects

Safety and Security Projects - Change Control Summary

Rail Section/ Contract Package		Consultant/ Contractor	Approved Contract Amount	Approved Contingency/ Allowance	Total Approved Amount	(Note b) Executed Changes	Current Contract Value	Remaining Contingency/ Allowance	Percent Contingency Used	Percent Contract Comp.	Additional Comments
			(A)	(B)	(C=A+B)	(D)	(E=A+D)	(F=B-D)	(G=D/B)	(Note a)	(June 2019)
Furnish and Install CCTV on 163 SLRVs	C-2012794-01	DTI Group LTD	9,597,403	334,000	9,931,403	\$101,249	9,698,653	232,751	30%	78%	
TOTALS:			\$9,597,403	\$334,000	\$9,931,403	\$101,249	\$9,698,653	\$232,751			

Legend:

% Contingency >= 70%

Notes:

- a) Percent contract complete based on work in place value.
- b) The dollars shown in executed contract modifications are based on project controls physical possession of a copy of the executed document.
- c) \$49,500 Liquidated Damages was shown in an Administrative SA and has reduced the contract.



Streetcar Projects

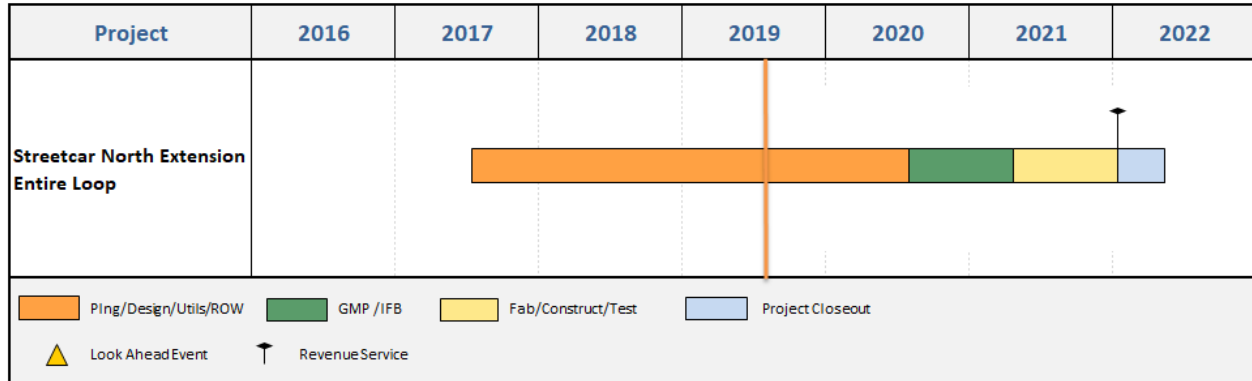
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Summary Control Schedule

Streetcar Projects

Dallas Streetcar Projects Summary Control Schedules

6/30/2019



Cost Summary

Streetcar Projects

STREETCAR PROJECTS			
Cost Summary			
(in millions of dollars)			
	Control Budget	Current Commitment ⁽¹⁾	Expended to Date ^(2,3,5)
Northern Streetcar Extension ⁽⁴⁾	\$ 7.9	\$ 1.1	\$ 0.5
Streetcar Extension Vehicles	8.7	8.7	8.6
Streetcar Vehicles	10.4	10.4	10.5
Streetcar Projects Total	\$ 27.0	\$ 20.2	\$ 19.6

- 1) Committed values reflect activity through 06/30/19.
- 2) Expended to Date values reflect general ledger activity posted through 06/30/19.
- 3) Expended to Date values exclude City of Dallas reimbursements.
- 4) Northern Streetcar Extension control budget reflects value of City of Dallas TMF Grant.
- 5) Expended to Date provided by DART Finance/Accounting through 06/30/19.

Northern Streetcar Extension Project

Streetcar
Projects

- Board Strategic Priority**
- 3: Optimize DART’s influence in regional transportation planning
 - 4: Expand DART’s transportation system to serve cities inside and outside the current service area

Description The City of Dallas desires to extend the existing Streetcar Project to the north toward the Dallas Omni Hotel (Northern Extension). The City requested that DART continue to serve as the City’s technical representative on these extension projects, as they did on the base project. The Northern Extension project (0.20-mile extension) is being initiated as a design/bid/build project and is being procured and managed through DART.

Status An RFP was issued for design services on October 3, 2017. Three proposals were received, and a highest technical offer was selected. The City of Dallas requested to rescope the project to include design of the .65-mile loop. As a result, the original solicitation was cancelled. A new RFP was prepared and issued in April 2018. Three technical proposals were received, and evaluations were completed.

The consensus meeting was held on June 8, 2018, to determine the technical ranking of the three offerors. The offerors were notified of the selection. A cost proposal was requested from the highest technically ranked offeror.

In July 2018, a cost proposal was received, and negotiations were held with the highest technically ranked offeror.

Negotiations were terminated with the highest technically ranked offeror, as a reasonable price could not be negotiated. A cost proposal was requested from the second highest technically ranked offeror. A cost proposal was received, and negotiations are continuing with the second offeror.

In March 2019, a design services contract was awarded to Hayden Consultants, Inc. NTP for a 30% level of design was given on March 5, 2019.

As of April 2019, design is progressing with field surveys, geotechnical and other design activities. The 30% design is in progress and to be completed in July 2019.

Issues None

Six-Month Look Ahead

Streetcar Projects

Dallas Streetcar Projects Six-Month Look Ahead

Project	2019					
	July	August	September	October	November	December
Streetcar North Extension Entire Loop						
	▲ Prepare ROD	▲ DART to Proceed with NEPA				
	▲ Complete Prelim Engineering to 30% & Estimate May 31, 2019					NTP to Proceed for Final Design ▲
		▲ Prepare Budget				
	▲ CCB Approval Noise & Vibration Study					
	▲ Start RFP to GPC6 Noise & Vibration Study					
		▲ NTP Noise & Vib Study				
	← DART Continues Project Development/Preliminary Engineering/Environmental Impact Studies					→
 Ping/Design/Utils/ROW		 GMP /IFB				
 Look Ahead Event						



LRT Buildout Phase I

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Board Strategic Priority 4: Expand DART's transportation system to serve cities inside and outside the current service area

Description Line Section NC-3 extends northerly from the temporary Park Lane Station to Restland Road on the former Southern Pacific Railroad Company alignment. This section makes up 4.1 miles of the 12.5 miles of the entire North Central Corridor. There are four stations in this line section: the permanent Park Lane Station, located north of Park Lane across from the temporary Park Lane Station; Walnut Hill Station, located on Walnut Hill Lane between North Central Expressway and Greenville Avenue; Forest Lane Station, located just south of Forest Lane on the former Southern Pacific Railroad alignment; and LBJ Central Station, located south of LBJ Freeway along the former railroad alignment.

Status Revenue Service for Line Section NC-3 began on schedule in July 2002. Contract is closed; final payment was made with the contracting officer's final decision.

Issues **Contractor REA for Relief from LDs & Additional Costs**
The contractor submitted a Request for Equitable Adjustment (REA) requesting relief from liquidated damages (LDs) and additional costs totaling over \$37 million.

GLF appealed the contracting officer's final decision, and the matter proceeded in DART's administrative disputes process under the direction of DART's Legal Department.

Hearing before Administrative Judge on entitlement was held in 2007. Judge issued decision in favor of DART on September 1, 2011.

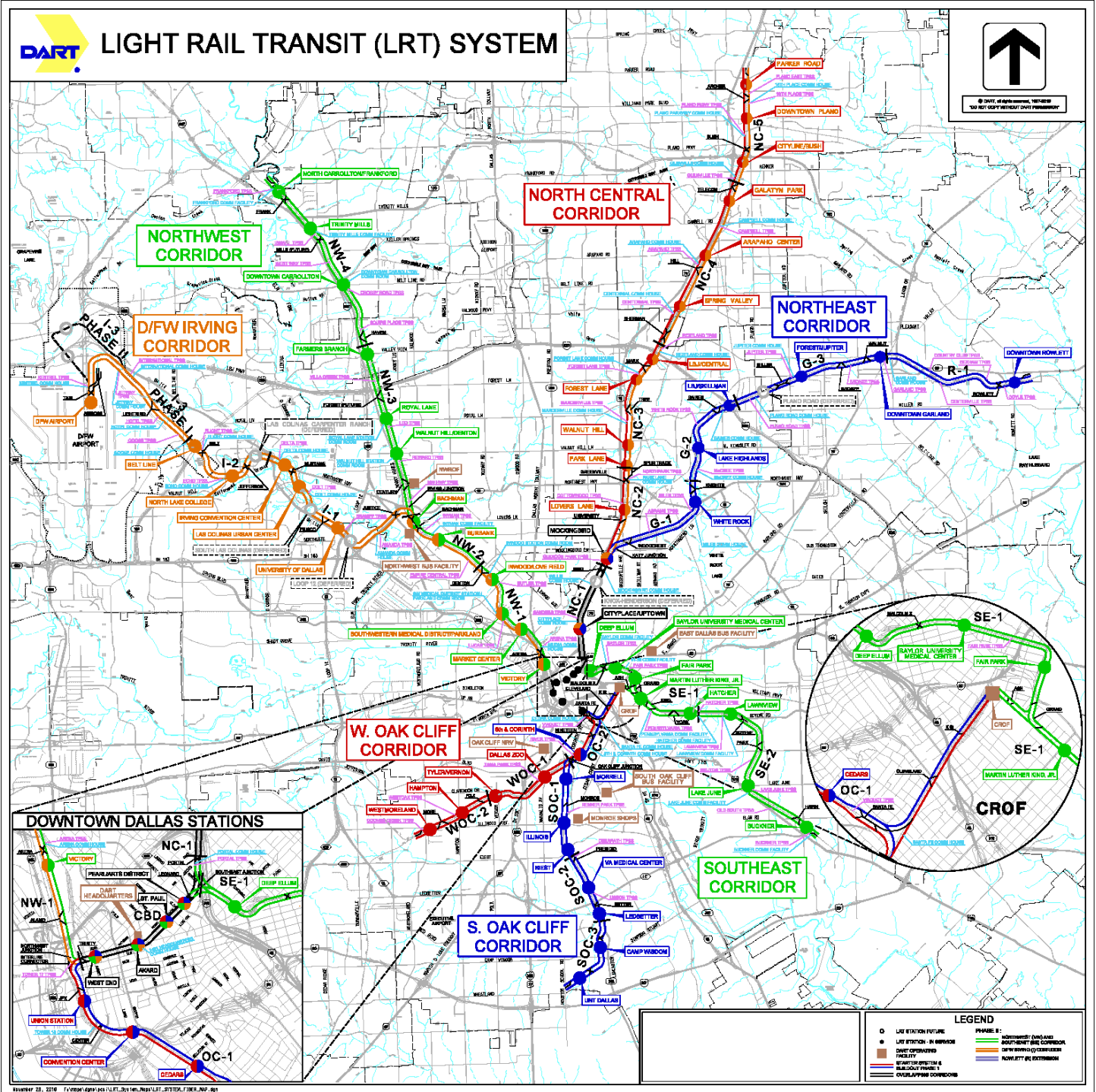
Quantum Hearing

An attempt was made to negotiate pricing quantum of entitlement decision; however, contractor requested hearing on quantum issues. Hearing started on October 29, 2012 and continued at the end of January 2013. DART presented support for the costs incurred during the extended period of performance resulting from the contractor's late performance; and the contractor presented support for its extended overhead, interest, and excavation claims. Hearing concluded on January 30, 2013. No settlement was reached. On June 2, 2017, the Judge issued a decision identifying the amounts granted on each issue and denied GLF's excavation claims. The parties have reviewed the decision. The parties differ in the net result of payment owed to GLF. Back-up documentation for GLF's number has been requested.



LRT Buildout Phases II & III

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LRT Buildout

Phase IIB

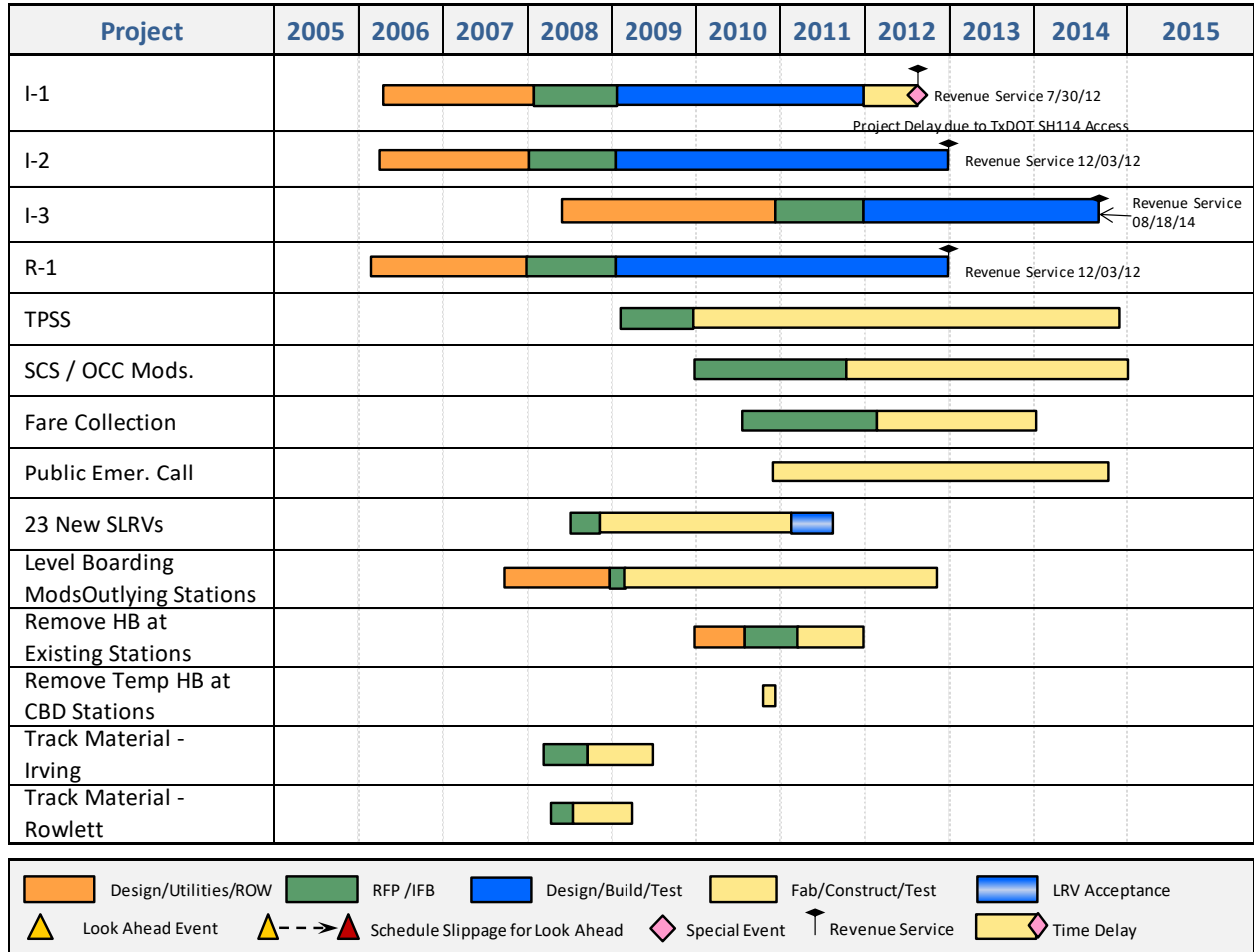
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Summary Control Schedule

**LRT Buildout
Phase IIB**

LRT Buildout Phase IIB Summary Control Schedule

12/31/2017



Cost Summary

**LRT Buildout
Phase IIB**

LRT BUILDOUT PHASE IIB Cost Summary (in millions of dollars)			
	Control Budget <small>(3,4,5,6,7,8,9,10,11,12)</small>	Current Commitment ⁽¹⁾	Expended to Date ⁽²⁾
General Phase IIB	\$ 86.9	\$ 68.8	\$ 68.8
Irving-1	329.0	329.0	316.2
Irving-2	211.1	211.1	223.0
Irving-3	172.4	172.4	172.4
Rowlett-1	217.9	217.9	217.9
Level Boarding – Outlying Stations	8.6	8.6	8.6
NWROF	59.1	59.1	59.1
Systems	42.8	42.8	42.8
Vehicles	190.7	190.7	190.7
LRT Buildout Phase IIB Total	\$ 1,318.5	\$ 1,300.5	\$ 1,299.5

- 1) Committed values reflect activity through 06/30/19.
- 2) Expended to date values reflect activity through 06/30/19, as reported on DART’s General Ledger.
- 3) Budget reflects FY11 financial plan amendment approved on 09/28/10, Board Resolution 100130, which increased the Phase IIB Budget \$5.9M.
- 4) Control budget reflects BCR 125 to transfer budget to fund allocated portion of Amendment 13 projects.
- 5) Control budget reflects approved FY13 Financial Plan budget reduction of (\$34.2M), BCR 150.
- 6) Control budget reflects approved FY14 Financial Plan budget reduction of (\$80.0M), BCR 167.
- 7) Control budget reflects approved FY15 Financial Plan budget reduction of (\$110M), BCR 277.
- 8) Control budget reflects approved FY15 Budget Change Request #362 transfer to LCMP02015 – DFW Station Concierge Enclosure (\$42K).
- 9) Control budget reflects approved FY16 Budget Change Request #361 transfer to LNEP16001 – Next Train Messaging at DFW Station (\$45K).
- 10) Control budget reflects approved FY16 Budget Change Request #385 transfer to LNEP16001 – Next Train Messaging at DFW Station (\$820).
- 11) Phase 2B program reserve has been reduced by (\$96.5K), BCR 488.
- 12) Phase 2B program reserve has been reduced by (\$62.6K), BCR 489.





LRT Buildout Phase III

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Cost Summary

LRT Buildout Phase III

LRT BUILDOUT PHASE III Cost Summary (in millions of dollars)			
	Control Budget ^(3,4,5)	Current Commitment ⁽¹⁾	Expended to Date ⁽²⁾
General Phase III	\$ 43.7	\$ 20.6	\$ 20.6
SOC-3	128.4	128.4	128.2
NWROF ⁽⁶⁾	18.0	18.0	18.0
Systems – Phase III ⁽⁶⁾	4.5	4.5	4.5
Vehicles – Phase III ⁽⁶⁾	20.6	20.6	20.6
LRT Buildout Phase III Total	\$ 215.2	\$ 192.1	\$ 191.9

- 1) Committed values reflect activity through 06/30/19.
- 2) Expended to date values reflect activity through 06/30/19, as reported on DART's General Ledger.
- 3) Budget reflects FY12 financial plan approved on 09/27/11, Board Resolution 110114.
- 4) Control budget reflects FY13 Financial Plan budget value approved on 09/25/12, due to accelerated revenue service date.
- 5) Control Budget reflects approved FY15 Financial Plan budget reduction of (\$22M) BCR 278.
- 6) All construction contracts are closed.

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Table of Contents

Section 6 – Quarterly Investment Report – June 2019

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DALLAS AREA RAPID TRANSIT
QUARTERLY INVESTMENT REPORT

As Of

June 30, 2019

*Submitted by the Authorized Investment Officers
in Accordance with
the Texas Public Funds Investment Act*

*All investments and funds are in compliance with the Texas Public
Funds Investment Act as well as the investment strategies approved
by the governing body.*

Handwritten signature of Joe Costello in blue ink.

Joe Costello, Senior Vice President Finance

Handwritten signature of Dwight Burns in blue ink.

Dwight Burns, Treasurer

Handwritten signature of Beverly Adler in blue ink.

Beverly Adler, Assistant Treasurer

Handwritten signature of Wallace Waits in blue ink.

Wallace Waits, Senior Manager Cash and Debt Administration

Quarterly Investment Report - Summary

3rd Qtr **FY19**

This report provides a forward-looking assessment of DART's fund strategies in the context of current and anticipated market conditions.

DART's Investment Policy and Strategy are approved on an annual basis by the Board of Directors. The policy requires the use of strategies that most effectively accomplish the following goals, in order of priority:

1. Preservation of capital;
2. Liquidity to meet all obligations in a timely manner; and
3. Maximization of earnings from the full investment of available funds.

The Federal Open Market Committee maintained the target range for the Fed Funds Rate between 2-1/4 to 2-1/2 percent on June 19. Economic indicators released since May's Committee meeting pointed to a continued tight U.S. labor market with the unemployment rate near historic lows (3.8%). The long-term inflation expectations decreased to one point eight percent (1.8%) on a 12-month basis, and real gross domestic product (GDP) was projected to remain steady in 2019.

Yield to Maturity Managed Funds

FY18	9/30	1.813
FY19	12/31	1.937
	3/31	2.083
	6/30	2.073

Ending Amortized Book Value and Cash as of June 30, 2019									
Portfolio	Agencies	Cash*	CP	Pools	MMF's	Fund Totals	YTM	Compliant	
Managed Funds									
Operating	\$ 245,623,000	\$ 10,714,854	\$ -	\$ 60,693,917	\$ -	\$ 317,031,771	1.957%	Yes	
Financial Reserve	50,000,000	-	-	329	-	50,000,329	2.127%	Yes	
Capital Reserve	-	-	-	10,531,138	-	10,531,138	2.493%	Yes	
Platform Extensions	-	-	-	63,355,172	-	63,355,172	2.492%	Yes	
Cotton Belt	10,000,000	-	-	10,175,710	-	20,175,710	2.271%	Yes	
Insurance	12,200,000	-	-	-	-	12,200,000	1.679%	Yes	
SEAF	-	-	-	2,118,885	-	2,118,885	2.492%	Yes	
	\$ 317,823,000	\$ 10,714,854	\$ -	\$ 144,756,267	\$ -	\$ 475,413,006	2.073%		
Constrained Funds									
Debt Service	\$ -	\$ -	\$ -	\$ 64,625,631	-	\$ 64,625,631	2.505%	Yes	
Regional Toll Road	-	-	-	-	1,528,850	1,528,850	1.876%	Yes	
City of Irving ILA	-	-	-	3,276,970	-	3,276,970	2.492%	Yes	
COD Streetcar	-	-	-	-	11,713	11,713	1.876%	Yes	
Toyota	-	-	-	861,503	-	861,503	2.492%	Yes	
	\$ -	\$ -	\$ -	\$ 68,764,104	\$ 1,540,563	\$ 70,304,667	2.491%		
All Funds	\$ 317,823,000	\$ 10,714,854	\$ -	\$ 213,520,370	\$ 1,540,563	\$ 545,717,673	2.124%		

*Month-end securities maturing on Saturday 06/29/19 were held in cash at the bank.

The investment rating of each investment was reviewed on 6/30/19 and found to be in compliance with PFIA.

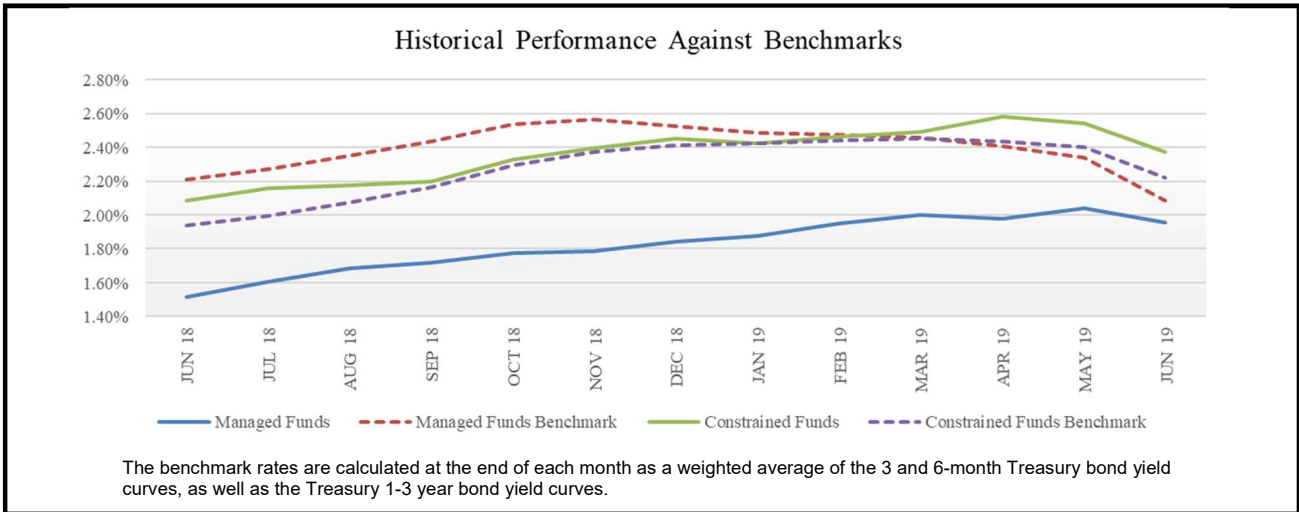
The investment strategy for the **Operating Fund** is to seek higher yielding liquid investments in the 1 day to 5 years range while increasing the coverage to shorter term investments. Strategies for the other funds are:

Capital Reserve	1-6 months (10%), 6-12 months (10%), laddered 2-5 years (80%)
Cotton Belt	local government investment pools (LGIP) and laddered maturities
Financial Reserve	laddered maturities managed to replace called/matured investments
Insurance	laddered maturities managed to replace called/matured investments
Platform	investment maturities tied to expected project expenditures and LGIPs
Debt Service	100% money-market funds and LGIPs
Regional Toll Road	100% money-market funds
Sys. Expansion Acq. Fund (SEAF)	100% LGIPs
Streetcar	100% money-market funds
Toyota	100% LGIPs



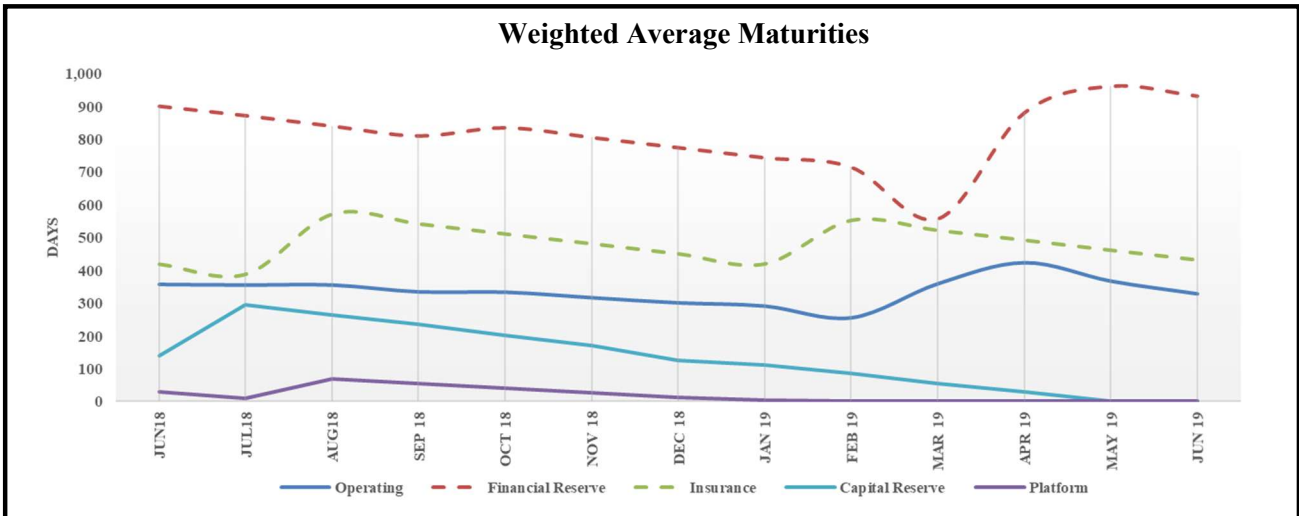
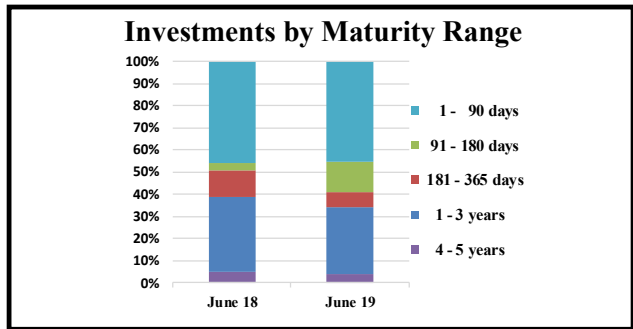
Quarterly Investment Report - Summary

3rd Qtr **FY19**



Average Yield to Worst All Funds

	--- 12 months ending ---		9 months	
	FY16	FY17	FY18	FY19
Actual	0.78%	1.04%	1.46%	2.09%
Benchmark	0.55%	1.02%	1.95%	2.42%



Security Transactions - Purchases

3rd Qtr FY19

Purchase Date	CUSIP	Security Description	Face Value	Maturity Date	Call Date	Yield to Worst	Cost Value	Investment Number
<u>OPERATING FUND</u>								
4/8/19	3130AG7L3	FHLB 2.5 1/8/2021-19	\$ 5,000,000	01/08/21	10/08/19	2.500	\$ 5,000,000	19-0012
4/1/19	3134GTBJ1	FHLMC 2.6 4/1/2021-19	\$ 10,000,000	04/01/21	07/01/19	2.600	\$ 10,000,000	19-0008
4/10/19	3134GTBK8	FHLMC 2.6 1/10/2022-19	\$ 10,000,000	01/10/22	07/10/19	2.600	\$ 10,000,000	19-0011
TOTAL			\$ 25,000,000			2.580	\$ 25,000,000	
<u>FINANCIAL RESERVE</u>								
4/3/19	3133EKFL5	FFCB 2.69 4/3/2023-19	\$ 2,795,000	04/03/23	07/03/19	2.690	\$ 2,795,000	19-0010
4/1/19	3134GTCJ0	FHLMC 2.75 4/1/2024-19	\$ 8,650,000	04/01/24	10/01/19	2.750	\$ 8,650,000	19-0009
5/22/19	3134GTMV2	FHLMC 2.625 5/22/2023-20	\$ 3,835,000	05/22/23	05/22/20	2.625	\$ 3,835,000	19-0013
TOTAL			\$ 15,280,000			0.492	\$ 15,280,000	
<u>COTTON BELT</u>								
6/24/19	31422BGZ7	FAMC 2.12 4/30/2020	\$ 10,000,000	04/30/20	-	2.120	\$ 10,000,000	19-0014
TOTAL			\$ 10,000,000			0.000	\$ 10,000,000	
<u>PLATFORM EXTENSION</u>								
TOTAL			\$ -			0.000	\$ -	
<u>INSURANCE RESERVE</u>								
TOTAL			\$ -			0.000	\$ -	
<u>STREETCAR FUND</u>								
TOTAL			\$ -			0.000	\$ -	
<u>REGIONAL TOLL ROAD FUND</u>								
TOTAL			\$ -			0.000	\$ -	
<u>TOYOTA FUND</u>								
TOTAL			\$ -			0.000	\$ -	
GRAND TOTAL			\$ 50,280,000				\$ 50,280,000	



Security Transactions - Maturities, Calls & Sales

3rd Qtr **FY19**

Sale Date	Action	Maturity Date	CUSIP	Security Description	Beg Cost Val & Accrued Int.	Int Received Current Qtr	Realized Gain/Loss	Original Disc/(Prem)
<u>OPERATING FUND</u>								
6/29/19	Called	06/29/20	3130ABLU8	FHLB Step 6/29/2020-17	\$ 10,000,000	\$ 100,000	\$ -	\$ -
6/28/19	Called	09/28/20	3130AG2X2	FHLB 2.625 9/28/2020-19	5,000,000	-	-	-
6/28/19	Called	09/21/21	3133EKDV5	FFCB 2.64 9/21/2021-19	10,000,000	-	-	-
6/28/19	Called	09/28/21	3130AG2N4	FHLB 2.7 9/28/2021-19	5,000,000	-	-	-
TOTAL					\$ 30,000,000	\$ 100,000	\$ -	\$ -
<u>FINANCIAL RESERVE FUND</u>								
4/2/19	Called	06/02/21	3133EJE21	FFCB 3 6/2/2021-19	\$ 2,795,000	\$ -	\$ -	\$ -
5/21/19	Matured	05/21/19	3133EJPY9	FFCB 2.3 5/21/2019	3,835,000.00	44,102.50	-	-
TOTAL					\$ 6,630,000	\$ 44,103	\$ -	\$ -
<u>DEBT SERVICE FUND</u>								
TOTAL					\$ -	\$ -	\$ -	\$ -
<u>CAPITAL RESERVE FUND</u>								
5/30/19	Matured	05/30/19	3136G3QY4	FNMA 1.25 5/30/2019	\$ 11,300,000.00	\$ 70,625.00	\$ -	\$ -
TOTAL					\$ 11,300,000.00	\$ 70,625.00	\$ -	\$ -
<u>PLATFORM EXTENSION FUND</u>								
TOTAL					\$ -	\$ -	\$ -	\$ -
<u>INSURANCE</u>								
TOTAL					\$ -	\$ -	\$ -	\$ -
GRAND TOTAL					\$ 47,930,000	\$ 214,728	\$ -	\$ -



Current Portfolio - Total

3rd Qtr **FY19**

Security Description	CUSIP	Face Value	Rate	Mat Date	YTM	YTW	Period Beg BV	Period End BV	Market Value	Purch. Date	Invest #
FNMA 1.075 7/11/2019-17	3135G0L76	5,000,000	1.08	7/11/2019	1.10	1.10	\$ 5,000,000	5,000,000	4,998,320	8/24/2016	16-0115
FNMA 1.15 7/26/2019	3136G3Q73	4,100,000	1.15	7/26/2019	1.15	1.15	4,100,000	4,100,000	4,096,560	8/26/2016	16-0116
FNMA 1.15 8/23/2019	3136G3V69	5,000,000	1.15	8/23/2019	1.15	1.15	5,000,000	5,000,000	4,992,035	8/23/2016	16-0114
FFCB 1.2 9/12/2019-17	3133EGTT2	10,000,000	1.20	9/12/2019	1.20	1.20	10,000,000	10,000,000	9,984,250	9/12/2016	16-0120
FNMA 1.1 9/30/2019-16	3136G3WV3	8,300,000	1.10	9/30/2019	1.10	1.10	8,300,000	8,300,000	8,280,312	6/30/2016	16-0101
FFCB 1.12 10/11/2019-17	3133EGXK6	10,000,000	1.12	10/11/2019	1.15	1.15	10,000,000	10,000,000	9,969,760	10/20/2016	17-0003
FFCB 1.12 10/11/2019-17	3133EGXK6	1,500,000	1.12	10/11/2019	1.19	1.19	1,500,000	1,500,000	1,495,464	10/31/2016	17-0006
FHLB 1.14 10/25/2019-17	3130A9U82	10,000,000	1.14	10/25/2019	1.14	1.14	10,000,000	10,000,000	9,969,570	10/25/2016	17-0004
FHLB 1.375 11/15/2019	3130AA3R7	10,000,000	1.38	11/15/2019	1.38	1.38	10,000,000	10,000,000	9,972,600	11/17/2016	17-0009
FNMA 1.5 11/26/2019-17	3136G4JA2	4,900,000	1.50	11/26/2019	1.50	1.50	4,900,000	4,900,000	4,888,211	11/30/2016	17-0012
FNMA 1.35 11/29/2019-17	3136G4HF3	9,500,000	1.35	11/29/2019	1.35	1.35	9,500,000	9,500,000	9,468,726	11/29/2016	17-0011
FFCB 1.5 12/19/2019-17	3133EGU86	10,000,000	1.50	12/19/2019	1.50	1.50	10,000,000	10,000,000	9,976,010	12/19/2016	17-0018
FFCB 1.7 12/27/2019-17	3133EG2M6	10,000,000	1.70	12/27/2019	1.70	1.70	10,000,000	10,000,000	9,986,050	12/27/2016	17-0020
FHLMC 1.5 12/30/2019-17	3134GAYY4	10,000,000	1.50	12/30/2019	1.50	1.50	10,000,000	10,000,000	9,962,680	12/30/2016	17-0022
FNMA 1.625 3/27/2020-17	3136G4JR5	3,000,000	1.63	3/27/2020	1.63	1.63	3,000,000	3,000,000	2,991,405	12/27/2016	17-0019
FNMA 1.3 3/30/2020-17	3135G0Q63	10,000,000	1.30	3/30/2020	1.30	1.30	10,000,000	10,000,000	9,943,110	10/25/2016	17-0005
FAMC 2.12 4/30/2020	31422BGZ7	10,000,000	2.12	4/30/2020	2.12	2.12	10,000,000	10,000,000	9,997,140	6/24/2019	19-0014
FHLB 1.5 6/15/2020-17	3130AA3Z9	3,275,000	1.50	6/15/2020	1.50	1.50	3,275,000	3,275,000	3,259,005	12/15/2016	17-0017
FHLB Step 6/29/2020-17	3130ABLU8	10,000,000	2.00	6/29/2020	1.87	1.62	10,000,000	-	-	6/29/2017	17-0033
FHLB 1.23 7/14/2020-17	3130A8QD8	4,000,000	1.23	7/14/2020	1.28	1.28	4,000,000	4,000,000	3,968,864	11/8/2016	17-0007
FNMA 1.5 8/25/2020-17	3136G4GW7	10,000,000	1.50	8/25/2020	1.50	1.50	10,000,000	10,000,000	9,962,850	11/25/2016	17-0010
FHLB Step 8/28/2020-17	3130AC4R2	10,000,000	1.75	8/28/2020	1.89	1.59	10,000,000	10,000,000	9,997,460	8/28/2017	17-0041
FNMA 1.4 8/28/2020-17	3136G35C5	5,000,000	1.40	8/28/2020	1.40	1.40	5,000,000	5,000,000	4,970,100	8/30/2016	16-0119
FAMC 2.6 9/8/2020-19	31422BDH0	5,000,000	2.60	9/8/2020	2.60	2.60	5,000,000	5,000,000	5,005,615	3/8/2019	19-0002
FHLB 2.625 9/28/2020-19	3130AG2X2	5,000,000	2.63	9/28/2020	2.63	2.63	5,000,000	-	-	3/28/2019	19-0006
FHLB Step 9/29/2020-18	3130ACFY5	10,000,000	1.75	9/29/2020	1.89	1.57	10,000,000	10,000,000	9,995,880	9/29/2017	17-0044
FHLB Step 10/26/2020-18	3130ABPN0	5,650,000	2.00	10/26/2020	2.03	1.62	5,650,000	5,650,000	5,649,814	7/26/2017	17-0034
FFCB 1.36 11/9/2020-17	3133EGF42	3,000,000	1.36	11/9/2020	1.36	1.36	3,000,000	3,000,000	2,980,782	11/9/2016	17-0008
FHLB Step 11/27/2020-18	3130ACWR1	1,545,000	2.25	11/27/2020	2.18	1.86	1,545,000	1,545,000	1,546,012	11/27/2017	18-0002
FHLB Step 11/27/2020-18	3130ACWR1	5,000,000	2.25	11/27/2020	2.18	1.86	5,000,000	5,000,000	5,003,275	11/27/2017	18-0001
FHLB Step 12/29/2020-18	3130ACDS0	10,000,000	1.75	12/29/2020	1.88	1.54	10,000,000	10,000,000	9,997,150	9/29/2017	17-0043
FHLB 2.5 1/8/2021-19	3130AG7L3	5,000,000	2.50	1/8/2021	2.50	2.50	5,000,000	5,000,000	5,007,640	4/8/2019	19-0012
FHLB Step 2/1/2021-18	3130ABV60	10,000,000	2.00	2/1/2021	2.20	1.62	10,000,000	10,000,000	10,005,660	8/1/2017	17-0037
FHLB 2.65 3/26/2021-19	3130AFZ67	10,000,000	2.65	3/26/2021	2.65	2.65	10,000,000	10,000,000	10,014,530	3/26/2019	19-0005
FHLMC 2.6 4/1/2021-19	3134GTBJ1	10,000,000	2.60	4/1/2021	2.60	2.60	10,000,000	10,000,000	10,000,000	4/1/2019	19-0008
FHLB Step 7/26/2021-18	3130ABWA0	10,000,000	1.75	7/26/2021	2.17	1.62	10,000,000	10,000,000	10,000,720	7/27/2017	17-0036
FHLB Step 7/26/2021-18	3130ABV94	10,000,000	1.50	7/26/2021	1.91	1.58	10,000,000	10,000,000	9,998,220	7/26/2017	17-0035
FHLMC Step 8/13/2021-19	3134GSTT2	5,898,000	2.50	8/13/2021	3.15	2.50	5,898,000	5,898,000	5,904,435	8/13/2018	18-0017
FFCB 2.64 9/21/2021-19	3133EKDV5	10,000,000	2.64	9/21/2021	2.64	2.64	10,000,000	-	-	3/21/2019	19-0003
FHLB 2.7 9/28/2021-19	3130AG2N4	5,000,000	2.70	9/28/2021	2.70	2.70	5,000,000	-	-	3/28/2019	19-0007
FHLMC 2 11/24/2021-17	3134GAZE7	4,030,000	2.00	11/24/2021	2.00	2.00	4,030,000	4,030,000	4,030,770	11/30/2016	17-0013
FHLMC 2.6 1/10/2022-19	3134GTBK8	10,000,000	2.60	1/10/2022	2.60	2.60	10,000,000	10,000,000	10,001,140	4/10/2019	19-0011
FHLB Step 2/9/2022-18	3130ABVZ6	5,000,000	1.85	2/9/2022	2.06	1.78	5,000,000	5,000,000	5,000,730	8/9/2017	17-0038
FHLMC 2.75 2/28/2022-19	3134GSZ81	3,600,000	2.75	2/28/2022	2.75	2.75	3,600,000	3,600,000	3,604,100	2/28/2019	19-0001
FAMC 2.63 3/25/2022-20	31422BDU1	10,000,000	2.63	3/25/2022	2.63	2.63	10,000,000	10,000,000	10,033,410	3/25/2019	19-0004
FHLB Step 8/22/2022-17	3130AC2B9	5,245,000	1.75	8/22/2022	2.36	1.75	5,245,000	5,245,000	5,244,365	8/28/2017	17-0040
FFCB 2.69 4/3/2023-19	3133EKFL5	2,795,000	2.69	4/3/2023	2.69	2.69	2,795,000	2,795,000	2,795,095	4/3/2019	19-0010
FHLMC 2.625 5/22/2023-20	3134GTMV2	3,835,000	2.63	5/22/2023	2.63	2.63	3,835,000	3,835,000	3,851,379	5/22/2019	19-0013
FHLMC 2.75 4/1/2024-19	3134GTCJ0	8,650,000	2.75	4/1/2024	2.75	2.75	8,650,000	8,650,000	8,660,986	4/1/2019	19-0009
LOGIC - (T) Bond Prin LGIP	MM0071	37,977,610	2.54	N/A	2.54	2.54	32,924,406	37,977,610	37,977,610	2/7/2017	MM-0071
TexPool - Op LGIP	MM0051	32,172,205	2.54	N/A	2.54	2.54	32,916,301	32,172,205	32,172,205	9/6/2016	MM-0051
TexPool - (T) Bond Int LGIP	MM0072	26,215,338	2.55	N/A	2.55	2.55	83,493,730	26,215,338	26,215,338	1/26/2017	MM-0072
LOGIC - Platform LGIP	MM0044	63,355,172	2.54	N/A	2.54	2.54	63,225,657	63,355,172	63,355,172	9/7/2016	MM-0044
LOGIC - Irving ILA LGIP	MM0046	3,276,970	2.54	N/A	2.54	2.54	3,270,271	3,276,970	3,276,970	7/10/2018	MM-0046
LOGIC - Op LGIP	MM0041	28,521,711	2.56	N/A	2.56	2.56	37,618,971	28,521,711	28,521,711	9/2/2016	MM-0041
Wells RTR Plano MM	MM0019	1,528,850	1.94	N/A	1.94	1.94	1,526,497	1,528,850	1,528,850	9/30/2011	MM-0019
LOGIC - SEAF LGIP	MM0049	2,118,885	2.56	N/A	2.56	2.56	\$ 2,114,554	2,118,885	2,118,885	5/7/2019	MM-0049



Current Portfolio - Total

3rd Qtr **FY19**

Security Description	CUSIP	Face Value	Rate	Mat Date	YTM	YTW	Period Beg BV	Period End BV	Market Value	Purch. Date	Invest #
LOGIC - Fin Res LGIP	MM0042	329	2.45	N/A	2.45	2.45	329	329	329	9/7/2016	MM-0042
LOGIC - Cotton Belt LGIP	MM0047	10,175,710	2.56	N/A	2.56	2.56	20,139,219	10,175,710	10,175,710	7/2/2018	MM-0047
LOGIC - Cap Res LGIP	MM0043	10,531,138	2.54	N/A	2.54	2.54	10,509,607	10,531,138	10,531,138	9/7/2016	MM-0043
Wells Streetcar MM	MM0022	11,713	1.94	N/A	1.94	1.94	11,695	11,713	11,713	9/30/2011	MM-0022
Ameqy Debt Serv MM	MM0002	432,683	2.34	N/A	2.34	2.34	404,574	432,683	432,683	9/30/2011	MM-0002
LOGIC - Toyota LGIP	MM0045	861,503	2.54	N/A	2.54	2.54	859,742	861,503	861,503	9/29/2016	MM-0045
Cash8731*	DDA	10,714,854	N/A	N/A	N/A	N/A	-	10,714,854	10,714,854	N/A	N/A
GRAND TOTALS		\$ 575,717,673			2.125	2.056		\$ 545,717,673	\$ 545,356,863		

*Month-end securities maturing on Saturday 06/29/19 were held in cash at the bank.



Portfolio Analysis by Fund

3rd Qtr **FY19**

(\$ = 000s)	Oper	Fin Res	Cap Res	Ins.	RTR	Streetcar	SEAF	Cotton Belt	Irving ILA	Platform	Toyota	Debt Srv	TOTAL
Face Value	\$ 306,317	\$ 50,000	\$ 10,531	\$ 12,200	\$ 1,529	\$ 12	\$ 2,119	\$ 20,176	\$ 3,277	\$ 63,355	\$ 862	\$ 64,626	\$ 535,003
Market Value	306,026	49,957	10,531	12,177	1,529	12	2,119	20,173	3,277	63,355	862	64,626	534,642
Unrealized Gain (Loss)	(291)	(43)	-	(23)	-	-	-	(3)	-	-	-	-	(361)
Ending Amort. Book Value	<u>306,317</u>	<u>50,000</u>	<u>10,531</u>	<u>12,200</u>	<u>1,529</u>	<u>12</u>	<u>2,119</u>	<u>20,176</u>	<u>3,277</u>	<u>63,355</u>	<u>862</u>	<u>64,626</u>	<u>535,003</u>
Cash Balance in dda accounts*	10,715	-	-	-	-	-	-	-	-	-	-	-	10,715
Amortized Value Plus Cash	<u>317,031</u>	<u>50,000</u>	<u>10,531</u>	<u>12,200</u>	<u>1,529</u>	<u>12</u>	<u>2,119</u>	<u>20,176</u>	<u>3,277</u>	<u>63,355</u>	<u>862</u>	<u>64,626</u>	<u>545,717</u>
Accrued Interest	1,058	260	-	63	-	-	-	4	-	-	-	-	1,384
TOTAL FUND VALUE	\$ 318,090	\$ 50,260	\$ 10,531	\$ 12,263	\$ 1,529	\$ 12	\$ 2,119	\$ 20,179	\$ 3,277	\$ 63,355	\$ 862	\$ 64,626	\$ 547,102
KEY COMPLIANCE TARGETS													
Minimum Fund Requirement ¹	\$ 137,600			\$ 12,068									
Excess / (Shortfall) in Fund	\$ 180,490			\$ 195									
Max. Avg. Fund Maturity (days)	730	1,460	1,460	1,460	1	1	90	1,095	1	912	1	365	
Actual Avg. Fund Maturity (days)	359	556	56	522	1	1	1	152	1	1	1	1	269
Max. Individual Maturity (days)	1,825	3,650	3,650	3,650	1	1	180	1,095	1	1,095	1	365	
Actual Max. Invest. Maturity (days)	1,090	1,240	60	1,096	1	1	1	305	1	1	1	1	
Are Funds TX PFIA Compliant?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Are Funds Board Compliant?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Is Fund CPSL Compliant? ²	Yes												
INVESTMENT COMPARISON													
Yield to Worst	1.866%	1.944%	2.493%	1.679%	1.876%	1.876%	2.492%	2.419%	2.492%	2.492%	2.492%	2.505%	2.055%
6-Month T-Bill	2.167%	2.167%	2.167%	2.167%	2.167%	2.167%	2.167%	2.167%	2.167%	2.167%	2.167%	2.167%	2.167%
Wgt. Average Fund Variance	-0.301%	-0.223%	0.326%	-0.488%	-0.291%	-0.291%	0.325%	0.252%	0.325%	0.325%	0.325%	0.338%	-0.112%

Notes:

- 1** Minimum requirement for the Operating Fund = net cash flow projection for the next 2 months.
Minimum requirement for the Insurance Fund = accrued G/L liability plus D & O liability coverage for the current month.
 - 2** Requirement is 2 times the outstanding commercial paper balance, plus interest @12% for 90 days on the actual outstanding amount.
- *Month-end securities maturing on Saturday 06/29/19 were held in cash at the bank.

Change in Market Value of Investments

3rd Qtr FY19

Fund	Security Description	Rate	Maturity	Call Date	Face Value	3/31/19 Market Value	06/30/19 Market Value	Change from Prior Quarter
Financial Reserve	FFCB 2.3 5/21/2019	2.30	05/21/19		\$ 3,835,000	\$ 3,834,617	\$ 4,998,320	\$ 1,163,704
Capital Reserve	FNMA 1.25 5/30/2019	1.25	05/30/19		11,300,000	11,277,400	4,096,560	(7,180,840)
Operating	FNMA 1.075 7/11/2019-17	1.08	07/11/19	4/11/2019	5,000,000	4,981,000	4,992,035	11,035
Insurance	FNMA 1.15 7/26/2019	1.15	07/26/19		4,100,000	4,082,780	9,984,250	5,901,470
Operating	FNMA 1.15 8/23/2019	1.15	08/23/19		5,000,000	4,974,000	8,280,312	3,306,312
Operating	FFCB 1.2 9/12/2019-17	1.20	09/12/19		10,000,000	9,948,000	9,969,760	21,760
Operating	FNMA 1.1 9/30/2019-16	1.10	09/30/19	6/30/2019	8,300,000	8,244,390	1,495,464	(6,748,926)
Operating	FFCB 1.12 10/11/2019-17	1.12	10/11/19		10,000,000	9,936,000	9,969,570	33,570
Insurance	FFCB 1.12 10/11/2019-17	1.12	10/11/19		1,500,000	1,490,400	9,972,600	8,482,200
Operating	FHLB 1.14 10/25/2019-17	1.14	10/25/19		10,000,000	9,927,000	4,888,211	(5,038,789)
Operating	FHLB 1.375 11/15/2019	1.38	11/15/19		10,000,000	9,937,000	9,468,726	(468,274)
Financial Reserve	FNMA 1.5 11/26/2019-17	1.50	11/26/19	5/26/2019	4,900,000	4,867,660	9,976,010	5,108,350
Operating	FNMA 1.35 11/29/2019-17	1.35	11/29/19		9,500,000	9,429,700	9,986,050	556,350
Operating	FFCB 1.5 12/19/2019-17	1.50	12/19/19		10,000,000	9,939,000	9,962,680	23,680
Operating	FFCB 1.7 12/27/2019-17	1.70	12/27/19		10,000,000	9,951,000	2,991,405	(6,959,595)
Operating	FHLMC 1.5 12/30/2019-17	1.50	12/30/19	6/30/2019	10,000,000	9,919,000	9,943,110	24,110
Operating	FNMA 1.625 3/27/2020-17	1.63	03/27/20	6/27/2019	3,000,000	2,976,300	9,997,140	7,020,840
Operating	FNMA 1.3 3/30/2020-17	1.30	03/30/20	6/30/2019	10,000,000	9,890,000	3,259,005	(6,630,995)
Operating	FHLB 1.5 6/15/2020-17	1.50	06/15/20		3,275,000	3,238,648	3,968,864	730,217
Operating	FHLB Step 6/29/2020-17	2.00	06/29/20	6/29/2019	10,000,000	9,977,000	9,962,850	(14,150)
Financial Reserve	FHLB 1.23 7/14/2020-17	1.23	07/14/20		4,000,000	3,939,600	9,997,460	6,057,860
Operating	FNMA 1.5 8/25/2020-17	1.50	08/25/20	5/25/2019	10,000,000	9,881,000	4,970,100	(4,910,900)
Operating	FHLB Step 8/28/2020-17	1.75	08/28/20	5/28/2019	10,000,000	9,957,000	5,005,615	(4,951,385)
Financial Reserve	FNMA 1.4 8/28/2020-17	1.40	08/28/20	5/31/2019	5,000,000	4,926,500	9,995,880	5,069,380
Operating	FAMC 2.6 9/8/2020-19	2.60	09/08/20	9/8/2019	5,000,000	5,003,000	5,649,814	646,814
Operating	FHLB 2.625 9/28/2020-19	2.63	09/28/20	6/28/2019	5,000,000	5,002,000	2,980,782	(2,021,218)
Operating	FHLB Step 9/29/2020-18	1.75	09/29/20	6/29/2019	10,000,000	9,950,000	1,546,012	(8,403,988)
Operating	FHLB Step 10/26/2020-18	2.00	10/26/20	4/26/2019	5,650,000	5,634,745	5,003,275	(631,470)
Insurance	FFCB 1.36 11/9/2020-17	1.36	11/09/20		3,000,000	2,954,100	9,997,150	7,043,050
Financial Reserve	FHLB Step 11/27/2020-18	2.00	11/27/20	5/27/2019	1,545,000	1,543,764	5,007,640	3,463,876
Operating	FHLB Step 11/27/2020-18	2.00	11/27/20	5/27/2019	5,000,000	4,996,000	10,005,660	5,009,660
Operating	FHLB Step 12/29/2020-18	1.75	12/29/20	6/29/2019	10,000,000	9,955,000	10,014,530	59,530
Operating	FHLB Step 2/1/2021-18	2.00	02/01/21	5/1/2019	10,000,000	10,002,000	10,000,000	(2,000)
Operating	FHLB 2.65 3/26/2021-19	2.65	03/26/21	9/26/2019	10,000,000	10,007,000	10,000,720	(6,280)
Financial Reserve	FFCB 3 6/2/2021-19	3.00	06/02/21	4/2/2019	2,795,000	2,795,000	9,998,220	7,203,220
Financial Reserve	FHLB Step 7/26/2021-18	1.75	07/26/21	4/26/2019	10,000,000	9,978,000	5,904,435	(4,073,565)
Operating	FHLB Step 7/26/2021-18	1.50	07/26/21	4/26/2019	10,000,000	9,956,000	4,030,770	(5,925,230)
Operating	FHLMC Step 8/13/2021-19	2.50	08/13/21	8/13/2019	5,898,000	5,907,437	10,001,140	4,093,703
Operating	FFCB 2.64 9/21/2021-19	2.64	09/21/21	6/21/2019	10,000,000	10,000,000	5,000,730	(4,999,270)
Operating	FHLB 2.7 9/28/2021-19	2.70	09/28/21	6/28/2019	5,000,000	5,001,500	3,604,100	(1,397,400)
Financial Reserve	FHLMC 2 11/24/2021-17	2.00	11/24/21	5/24/2019	4,030,000	3,992,521	10,033,410	6,040,889
Operating	FHLB Step 2/9/2022-18	1.85	02/09/22	5/9/2019	5,000,000	4,987,500	5,244,365	256,865
Insurance	FHLMC 2.75 2/28/2022-19	2.75	02/28/22	8/28/2019	3,600,000	3,603,240	2,795,095	(808,145)
Operating	FAMC 2.63 3/25/2022-20	2.63	03/25/22	3/25/2020	10,000,000	9,986,000	3,851,379	(6,134,621)
Financial Reserve	FHLB Step 8/22/2022-17	1.75	08/22/22	5/22/2019	5,245,000	5,220,873	8,660,986	3,440,113
Debt Service	LOGIC - (T) Bond Prin LGIP	2.60	N/A	N/A	22,841,443	22,841,443	37,977,610	15,136,167
Operating	TexPool - Op LGIP	2.59	N/A	N/A	36,481,520	36,481,520	32,172,205	(4,309,314)
Debt Service	TexPool - (T) Bond Int LGIP	2.59	N/A	N/A	61,230,447	61,230,447	26,215,338	(35,015,109)
Platform	LOGIC - Platform LGIP	2.60	N/A	N/A	62,955,807	62,955,807	63,355,172	399,365
Irving ILA	LOGIC - Irving ILA LGIP	2.60	N/A	N/A	3,256,313	3,256,313	3,276,970	20,657
Operating	LOGIC - Op LGIP	2.60	N/A	N/A	55,367,757	55,367,757	28,521,711	(26,846,045)
RTR Funding	Wells RTR Plano MM	1.96	N/A	N/A	1,523,532	1,523,532	1,528,850	5,318
SEAF	LOGIC - SEAF LGIP	2.49	N/A	N/A	2,118,885	-	2,118,885	2,118,885
Financial Reserve	LOGIC - Fin Res LGIP	2.61	N/A	N/A	8,830,338	8,830,338	329	(8,830,009)
Cotton Belt	LOGIC - Cotton Belt LGIP	2.60	N/A	N/A	18,002,667	18,002,667	10,175,710	(7,826,957)
Capital Reserve	LOGIC - Cap Res LGIP	2.60	N/A	N/A	847,174	847,174	10,531,138	9,683,964



Change in Market Value of Investments

3rd Qtr FY19

Fund	Security Description	Rate	Maturity	Call Date	Face Value	3/31/19 Market Value	06/30/19 Market Value	Change from Prior Quarter
Streetcar	Wells Streetcar MM	1.88	N/A	N/A	\$ 11,657	\$ 11,657	\$ 11,713	\$ 56
Debt Service	Amegy Debt Serv MM	2.29	N/A	N/A	299,795	299,795	432,683	132,889
Toyota	LOGIC - Toyota LGIP	2.49	N/A	N/A	868,930	868,930	861,503	(7,427)
DDA	Cash8731	0.00	N/A	N/A	10,714,854	-	10,714,854	10,714,854
Sub-total for Securities held at the end of both periods						\$ 314,000,673.80	\$ 267,182,189.58	\$ (46,818,484)
% Change as a result of market movement								-14.91%
Holdings at 3/31/19 maturing during Q3, FY19						15,135,000		(15,135,000)
Holdings at 3/31/19 called during Q3, FY19						32,795,000		(32,795,000)
Holdings at 3/31/19 sold during Q3, FY19						-		-
Values of Money Market Mutual Funds (All)						224,587,380	217,179,819	(7,407,561)
Holdings purchased during Q3, FY19							50,280,000	50,280,000
Securities maturing during the weekend held in DDA						-	10,714,854	10,714,854
TOTAL PORTFOLIO VALUE						\$ 586,518,054	\$ 545,356,863	\$ (41,161,191)

Callable Securities Analysis

3rd Qtr FY19

Invest #	Fund	Maturity	Security Description	CUSIP	Next Call	Face Value	Rate	Treasury Curve	Call Probability
16-0115	Operating	7/11/19	FNMA 1.075 7/11/2019-17	3135G0L76	Quarterly	\$5,000,000	1.08	2.22	Low
16-0120	Operating	9/12/19	FFCB 1.2 9/12/2019-17	3133EGTT2	Continuous	10,000,000	1.20	2.20	Low
16-0101	Operating	9/30/19	FNMA 1.1 9/30/2019-16	3136G3WV3	Quarterly	8,300,000	1.10	2.17	Low
17-0003	Operating	10/11/19	FFCB 1.12 10/11/2019-17	3133EGXK6	Continuous	10,000,000	1.12	2.15	Low
17-0006	Insurance	10/11/19	FFCB 1.12 10/11/2019-17	3133EGXK6	Continuous	1,500,000	1.12	2.13	Low
17-0004	Operating	10/25/19	FHLB 1.14 10/25/2019-17	3130A9U82	Continuous	10,000,000	1.14	2.11	Low
17-0012	Financial Reserve	11/26/19	FNMA 1.5 11/26/2019-17	3136G4JA2	8/26/19	4,900,000	1.50	2.08	Low
17-0011	Operating	11/29/19	FNMA 1.35 11/29/2019-17	3136G4HF3	One Time	9,500,000	1.35	2.06	Low
17-0018	Operating	12/19/19	FFCB 1.5 12/19/2019-17	3133EGU86	Continuous	10,000,000	1.50	2.04	Low
17-0020	Operating	12/27/19	FFCB 1.7 12/27/2019-17	3133EG2M6	One Time	10,000,000	1.70	2.02	Low
17-0022	Operating	12/30/19	FHLMC 1.5 12/30/2019-17	3134GAYY4	9/30/19	10,000,000	1.50	2.00	Low
17-0019	Operating	3/27/20	FNMA 1.625 3/27/2020-17	3136G4JR5	9/27/19	3,000,000	1.63	1.98	Low
17-0005	Operating	3/30/20	FNMA 1.3 3/30/2020-17	3135G0Q63	9/30/19	10,000,000	1.30	1.96	Low
17-0017	Operating	6/15/20	FHLB 1.5 6/15/2020-17	3130AA3Z9	One Time	3,275,000	1.50	1.95	Low
17-0007	Financial Reserve	7/14/20	FHLB 1.23 7/14/2020-17	3130A8QD8	Continuous	4,000,000	1.23	1.93	Low
17-0010	Operating	8/25/20	FNMA 1.5 8/25/2020-17	3136G4GW7	8/25/19	10,000,000	1.50	1.92	Low
17-0041	Operating	8/28/20	FHLB Step 8/28/2020-17	3130AC4R2	8/28/19	10,000,000	1.75	1.90	Low
16-0119	Financial Reserve	8/28/20	FNMA 1.4 8/28/2020-17	3136G35C5	8/31/19	5,000,000	1.40	1.89	Low
19-0002	Operating	9/8/20	FAMC 2.6 9/8/2020-19	31422BDH0	9/8/19	5,000,000	2.60	1.87	High
17-0044	Operating	9/29/20	FHLB Step 9/29/2020-18	3130ACFY5	9/29/19	10,000,000	1.75	1.86	High
17-0034	Operating	10/26/20	FHLB Step 10/26/2020-18	3130ABPN0	7/26/19	5,650,000	2.00	1.84	Moderate
17-0008	Insurance	11/9/20	FFCB 1.36 11/9/2020-17	3133EGF42	Continuous	3,000,000	1.36	1.83	Low
18-0002	Financial Reserve	11/27/20	FHLB Step 11/27/2020-18	3130ACWR1	8/27/19	1,545,000	2.25	1.81	High
18-0001	Operating	11/27/20	FHLB Step 11/27/2020-18	3130ACWR1	8/27/19	5,000,000	2.25	1.81	High
17-0043	Operating	12/29/20	FHLB Step 12/29/2020-18	3130ACDS0	9/29/19	10,000,000	1.75	1.81	Low
19-0012	Operating	1/8/21	FHLB 2.5 1/8/2021-19	3130AG7L3	10/8/19	5,000,000	2.50	1.80	High
17-0037	Operating	2/1/21	FHLB Step 2/1/2021-18	3130ABV60	8/1/19	10,000,000	2.00	1.80	Low
19-0005	Operating	3/26/21	FHLB 2.65 3/26/2021-19	3130AFZ67	9/26/19	10,000,000	2.65	1.80	High
19-0008	Operating	4/1/21	FHLMC 2.6 4/1/2021-19	3134GTBJ1	7/1/19	10,000,000	2.60	1.79	High
17-0036	Financial Reserve	7/26/21	FHLB Step 7/26/2021-18	3130ABWA0	7/26/19	10,000,000	1.75	1.79	Low
17-0035	Operating	7/26/21	FHLB Step 7/26/2021-18	3130ABV94	7/26/19	10,000,000	1.50	1.79	Low
18-0017	Operating	8/13/21	FHLMC Step 8/13/2021-19	3134GSTT2	8/13/19	5,898,000	2.50	1.78	High
17-0013	Financial Reserve	11/24/21	FHLMC 2 11/24/2021-17	3134GAZE7	8/24/19	4,030,000	2.00	1.78	Moderate
19-0011	Operating	1/10/22	FHLMC 2.6 1/10/2022-19	3134GTBK8	7/10/19	10,000,000	2.60	1.78	High
17-0038	Operating	2/9/22	FHLB Step 2/9/2022-18	3130ABVZ6	8/9/19	5,000,000	1.85	1.78	Moderate
19-0001	Insurance	2/28/22	FHLMC 2.75 2/28/2022-19	3134GSZ81	8/28/19	3,600,000	2.75	1.78	High
19-0004	Operating	3/25/22	FAMC 2.63 3/25/2022-20	31422BDU1	3/25/20	10,000,000	2.63	1.78	High
17-0040	Financial Reserve	8/22/22	FHLB Step 8/22/2022-17	3130AC2B9	8/22/19	5,245,000	1.75	1.78	Low
19-0010	Financial Reserve	4/3/23	FFCB 2.69 4/3/2023-19	3133EKFL5	7/3/19	2,795,000	2.69	1.78	High
19-0013	Financial Reserve	5/22/23	FHLMC 2.625 5/22/2023-20	3134GTMV2	5/22/20	3,835,000	2.63	1.79	High
19-0009	Financial Reserve	4/1/24	FHLMC 2.75 4/1/2024-19	3134GTCJ0	10/1/19	8,650,000	2.75	1.79	High

Debt Obligations

3rd Qtr **FY19**

Issue Date	Maturity Date	Face Value	Coupon %	Issue Term (Days)	Dealer
Commercial Paper		6/30/2019			
4/11/2019	7/10/2019	35,000,000	1.65%	90	JPMorgan Chase
5/2/2019	7/1/2019	10,000,000	1.87%	60	Loop Capital
6/12/2019	8/7/2019	20,000,000	1.52%	60	Loop Capital
6/25/2019	9/12/2019	20,000,000	1.57%	56	Loop Capital
5/1/2019*	7/18/2019	5,000,000	1.82%	61	JPMorgan Chase
Total/Average:		\$90,000,000	1.69%	55	

* Commercial Paper, Series IIA

Series	All-In Rate At Issue	Remaining Principal	Final Payment Date
Bond Principal Outstanding & Rates		6/30/2019	
2007	4.49%	\$118,395,000	12/1/2032
2009B*	4.01%	466,970,000	12/1/2018
2010A	2.74%	55,695,000	12/1/2018
2010B*	3.26%	729,390,000	12/1/2044
2012	3.51%	113,995,000	12/1/2023
2012A	2.91%	98,726,372	12/1/2048
2014A	3.22%	354,435,000	12/1/2042
2014B	3.92%	46,555,000	12/1/2047
2015	2.09%	94,395,000	12/1/2036
2016A	3.78%	482,530,000	12/1/2043
2016B	2.91%	228,900,000	12/1/2027
2018	2.98%	11,706,343	12/1/2048
2019	2.69%	301,095,000	12/1/2038
Combined Weighted Average	3.38%	\$3,102,787,715	

*Build America Bonds subject to federal subsidy changes.

Glossary



0 coupon bond	A zero-coupon bond is a bond that makes no periodic interest payments and is sold at a deep discount from face value.
accrued interest	Accrued interest is the interest on a bond or loan that has accumulated since the principal investment, or since the previous coupon payment if there has been one already.
agencies	Debt instruments (FFCB, FHLB, FHLMC, etc.) issued with the implied, but not specific, guarantee of the U.S. government.
BA (bankers acceptance)	A short-term debt instrument issued by a firm that is guaranteed by a commercial bank.
benchmark	A standard or value against which to compare values of a like nature.
broker	An individual or party (brokerage firm) that arranges transactions between a buyer and a seller for a commission when the deal is executed.
callable bond	A type of debt security that allows the issuer of the bond to retain the privilege of redeeming the bond at some point before the bond reaches its date of maturity.
Capital Reserve Fund	Funds reserved to meet unplanned capital funding project requirements.
COD Streetcar Fund	Funds provided by the City of Dallas, used to reimburse DART for expenses related to various smaller projects (i.e. urban circular, extensions, etc.)
commercial paper	A money-market security issued (sold) by large corporations to obtain funds to meet short-term debt obligations (for example, payroll), and is backed only by an issuing bank or corporation's promise to pay the face amount on the maturity date specified on the note.
self-liquidity program	DART's own assets serve as the back-up in case of a failure to re-market DART's commercial paper, as opposed to a bank letter of credit or other credit-type facility which would incur fees.
constrained funds	Consist of the Debt Service Fund, Regional Toll Road, and Streetcar Funds where investment options are limited because of the special purposes of these funds.
dda account	A non-interest bearing bank account used primarily for transactions, receipts, and payments.
Debt Service Fund	Cash and investments held by DART's Trustee (Amegy) solely for paying principal and interest on bond and commercial paper obligations.
defeased lease	A situation in which the Lessee's (borrower's) obligations have been completely covered by the setting aside by a borrower of cash or bonds sufficient to service the borrower's debt.
face value	The full value of a security at issuance or maturity. Also known as par value.
FAMCA	Federal Agriculture Mortgage Corporation, a government agency which purchases mortgages of ranches, farms and rural homeowners
FFCB	Federal Farm Credit Bank, an agency of the U.S. government, whose debt is backed by the implied guarantee of the federal government.
FHLB	Federal Home Loan Bureau, an agency of the U.S. government, whose debt is backed by the implied guarantee of the federal government.
FHLMC	Federal Home Mortgage Corporation, an agency of the U.S. government, whose debt is backed by the implied guarantee of the federal government.
Financial Reserve Fund	Highly restricted (as to use) funds derived primarily from the accumulated excesses of actual sales tax over budgeted receipts of sales tax from prior years.
fixed	The interest rate is constant for the lifetime of the investment.
FNMA	Federal National Mortgage Administration; a U.S. government agency that issues debt backed by the implied, but not the specific, guarantee of the U.S. government.

Glossary

Insurance Fund	Holds assets for DART's self-insurance program covering liability and workers' compensation claims to ensure funding capability.
market value	The price at which an asset would trade in a competitive auction setting.
money market fund (mmf)	An investment instrument comprised of short-term (less than one year) securities representing high-quality, liquid debt and monetary instruments.
Platform Fund	Funds designated for platform extensions on the Red and Blue lines to accommodate 3-car trains.
Regional Toll Road Fund	Maintains funds provided by state and local government(s) for specific projects in money market funds in AAA or US Treasury money market instruments.
step-up bond	A bond in which subsequent future coupon payments are received at a predetermined higher interest rate(s) on 1 or more future specific dates.
T-Bill	A marketable debt obligation backed by the U.S. government with a maturity of less than one year.
TX Public Funds Invest. Act	Legislation enacted to provide investment controls and guidelines to government / municipal entities in Texas.
T-Note	A marketable U.S. government debt security with a fixed interest rate and a maturity between 1 and 10 years.
weighted average maturity	The average time to maturity of all securities in a fund taking into account the dollar amount maturing at each specific date.
yield to maturity	The yield an investor can expect if the security is held to its stated end, and all coupon payments are made. This value is highly dependent on what price was paid for the security.
yield to worst	The lowest potential yield that can be received on a bond without the issuer actually defaulting.

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Section 7 – D/M/WBE Quarterly Report

Page 1 – Quarterly Report Cover Page

Attachment 1 – D/M/WBE Participation Breakdown with Charts and Pie Chart



INTEROFFICE MEMORANDUM

DATE: August 7, 2019
TO: DART Board
THROUGH: Gary C. Thomas 
FROM: Marcus Moore, Jr.
SUBJECT: **Third Quarter 2019 D/M/WBE Participation**

This memorandum provides a summary of contracts, Board approved contract modifications and small purchases awarded during the third quarter of Fiscal Year 2019. Accompanying this data are dollars committed to Disadvantaged, Minority and Woman owned business enterprises (D/M/WBEs).

A combined 16 new contracts (eligible for goal setting) were awarded in the third quarter FY 2019. These contract awards have a total dollar value of \$2,828,875, which represents 20% of eligible procurement dollars committed during this quarter.

Attachment 1 reflects D/M/WBE participation on contracts awarded, Board-approved contract modifications and small purchases during the third quarter of FY 2019. Attachment 1 also reflects those categories, as a whole, against goal setting eligible total procurement dollars expended during the third quarter of 2019. The total amount awarded was \$14,158,285. Of the foregoing amount, \$4,676,133 was committed to D/M/WBEs during the third quarter (33%).

Please note that these contracts were awarded in the third quarter and although they are active, many have not been utilized as of the memorandum date. As a result, there have been minimal to no dollars paid on most of these contracts. Also, the amounts reported on this report do not include Transit Vehicle Manufacturer purchases or emergency procurements. There was one Transit Vehicle Manufacturer purchase and one emergency funded contract awarded.

Should you have any questions, do not hesitate to contact Gary Thomas at 214-749-2544 or by email at gthomas@dart.org.



Marcus Moore, Jr.
Interim Vice President, Diversity & Inclusion

PROCUREMENT DOLLARS BY AGREEMENT TYPE THIRD QUARTER FOR FISCAL YEAR 2019

TOTAL AWARD ACTIVITY					
Agreement Type	Total Procurement Dollars	Awards	% of Total Procurement Dollars	D/M/WBE Dollars Awarded	D/M/WBE % By Agreement Type
New DART Contract Awards	\$2,828,875	16	20%	\$996,153	35%
Contract Mods/Options	\$5,474,654	8	39%	\$1,562,107	29%
Small Purchases	\$5,854,756	913	41%	\$2,117,873	36%
Total Awards	\$14,158,285	937	100%	\$4,676,133	33%
*New State Contract Awards		\$2,244,412	13	15.9%	State Monitored

*Monitored by State

	Procurement Dollars	Percentage of All Procurement Dollars
D/M/WBE Procurement Dollars Awarded	\$4,676,133	33%
Non D/M/WBE Procurement Dollars	\$9,482,152	67%
TOTAL PROCUREMENT DOLLARS AWARDED	\$14,158,285	100%



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Section 8 - Quarterly Procurement Report



P2	Introduction
P3	Summary Report
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P8	Board Approved Contract Modifications
P9	Special Procurements <ul style="list-style-type: none">• Emergency Procurements• Unauthorized Procurement Actions (UPAs)• Sole Source (Noncompetitive)• Revenue Generating• Deviations to the DART Procurement Regulations
P16	Active Requirements Contracts Expiring Within 12 Months
P19	Upcoming Procurements




INTEROFFICE MEMORANDUM

DATE: July 25, 2019

TO: Board of Directors

THROUGH: Gary C. Thomas 
Nicole Fontayne-Bardowell 

FROM: John O. Adler, CPPO, Vice President, Procurement 

SUBJECT: Quarterly Procurement Report - Third Quarter Fiscal Year 2019

The following is a report of DART'S procurement activities for the Third Quarter of Fiscal Year 2019. Included in this quarterly report are the following components:

- Summary Report
- Contracts Awarded
- Board Approved Contract Modifications
- Special Procurements:
 - Emergency Procurements
 - Unauthorized Procurement Actions (UPAs)
 - Sole Source (Noncompetitive)
 - Revenue Generating
 - Deviations to the DART Procurement Regulations
- Active Requirements Contracts Expiring Within 12 Months
- Upcoming Procurements



John O. Adler, CPPO
Vice President
Procurement Department

Data Summary Sheet

Fiscal Year 2019 - Third Quarter

Includes a summary of total award activity and special procurement actions

<u>Summary Type</u>	<u>Count</u>	<u>Amount</u>
Contracts Awarded	34	\$130,416,447.18
Approved Modifications	8	\$5,804,217.00
Purchase Orders*	857	\$4,069,597.68
Blanket Purchase Orders (BPOs)*	56	\$1,785,158.00
Totals	955	\$142,075,419.86

(*) Details provided upon request.

Contracts Awarded

Fiscal Year 2019 - Third Quarter

Sorted by Award Date and Contract Number
Includes a detailed listing of all contracts awarded

Contract Number	(LM)	Vendor Name	Award Date	Award Amount
2048074-01	(1564)	XEROX CORP	04/01/2019	\$190,000.00
		Contract Name: XEROX Copier/Printers		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-OFFICE EQUIPMENT	
2048418-01	(1570)	RISK TECHNOLOGIES INC	04/01/2019	\$159,431.00
		Contract Name: RMIS Software		
		Classification: SERVICES	Sub-Classification: SVSC-SOFT/HARDWARE MAINT	
2048603-01	(1573)	LAKE COUNTRY CHEVROLET	04/02/2019	\$76,653.00
		Contract Name: NRV- 3/4 Ton Cargo Van		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-VEHICLES NON REV	
2048604-01	(1575)	SILSBEE FORD, INC.	04/02/2019	\$136,685.00
		Contract Name: NRV - 3/4 Ton Pick-Ups		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-VEHICLES NON REV	
2048605-01	(1571)	SILSBEE FORD, INC.	04/02/2019	\$72,666.00
		Contract Name: NRV - 3/4 Ton Pick-Up		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-VEHICLES NON REV	
2048606-01	(1572)	SILSBEE FORD, INC.	04/02/2019	\$152,540.00
		Contract Name: NRV - 1 Ton Pick-Ups		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-VEHICLES NON REV	
2039123-01	(1566)	SUTRAK	04/03/2019	\$49,754.00
		Contract Name: HVAC Parts for NABI Low Floor CNG Buses		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUS PARTS	
2039123-02	(1567)	MUNCIE RECLAMATION & SUPPLY	04/03/2019	\$3,456.00
		Contract Name: HVAC Parts for NABI Low Floor CNG Buses		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUS PARTS	
2039123-03	(1568)	The Aftermarket Parts Company	04/03/2019	\$1,676.00
		Contract Name: HVAC Parts for NABI Low Floor CNG Buses		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-BUS PARTS	
2048668-01	(1576)	LAKE COUNTRY CHEVROLET	04/03/2019	\$64,158.00
		Contract Name: NRV - 1 Ton 15-Passenger Vans		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-VEHICLES NON REV	
2048669-01	(1577)	SILSBEE FORD, INC.	04/03/2019	\$122,904.00
		Contract Name: NRV - Medium SUV's		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-VEHICLES NON REV	
2047350-01	(1583)	MPACT Strategic Consulting	04/04/2019	\$186,840.00
		Contract Name: Organizational Alignment		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	



Contracts Awarded

Fiscal Year 2019 - Third Quarter

Sorted by Award Date and Contract Number
Includes a detailed listing of all contracts awarded

Contract Number	(LM)	Vendor Name	Award Date	Award Amount
2048405-01	(1582)	DB COMPUTER SOLUTIONS, INC.	04/05/2019	\$218,882.90
		Contract Name: HP Computers		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2047616-01	(1584)	Zonar Systems Inc	04/09/2019	\$75,807.00
		Contract Name: New Flyer EVIR System		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2048996-01	(1587)	ITK Technologies, LLC	04/22/2019	\$247,450.00
		Contract Name: Lawson V10 Technical Services		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2047543-01	(1601)	INNOVATIVE EMERGENCY MGT INC	04/24/2019	\$194,679.56
		Contract Name: Regional Tabletop Exercises		
		Classification: SERVICES	Sub-Classification: SVSC-TRAINING	
2027459-01	(1590)	Electro-Motive Diesel	04/25/2019	\$4,881,700.00
		Contract Name: TRE Locomotive Purchase		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2046428-01	(1597)	HOLLAND LP	04/25/2019	\$219,300.00
		Contract Name: Measure Track Geometry		
		Classification: SERVICES	Sub-Classification: SVSC-RAIL OPERATION	
2047231-01	(1599)	SHI GOVERNMENT SOLUTIONS	04/26/2019	\$68,876.40
		Contract Name: Cotton Belt Network Equipment		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-COMP HARD/SOFTWARE	
2045544-01	(1591)	CORNELL DUBILIER ELECTRONICS	04/30/2019	\$594,472.00
		Contract Name: Propulsion System Capacitor for DART's LRV Fleets		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-RAIL VEHICLES	
2043175-02	(1595)	New Directions Behavioral Heal	05/01/2019	\$519,141.28
		Contract Name: Employee Assistance Program (EAP)		
		Classification: SERVICES	Sub-Classification: SVSC-EMPLOYEE BENEFITS	
2044600-01	(1593)	KIM TINDALL & ASSOCIATES, LLC	05/01/2019	\$392,170.50
		Contract Name: Court Reporting Services		
		Classification: SERVICES	Sub-Classification: SVSC-COURT REPORTING	
2048195-01	(1585)	PREFERRED OFFICE PRODUCTS INC	05/01/2019	\$249,999.00
		Contract Name: Office Supplies and Copier Paper		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-OFFICE SUPPLIES	
2045430-01	(1617)	KPMG CONSULTING	05/02/2019	\$673,801.00
		Contract Name: Consulting Engagement for UP3		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	



Contracts Awarded

Fiscal Year 2019 - Third Quarter

Sorted by Award Date and Contract Number
Includes a detailed listing of all contracts awarded

Contract Number	(LM)	Vendor Name	Award Date	Award Amount
2048406-01	(1602)	WSP USA INC.	05/03/2019	\$34,667.54
		Contract Name: SGR Condition Assessment		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2048625-01	(1596)	Black Box Network Svices	05/08/2019	\$217,991.00
		Contract Name: VOIP Software Assurance		
		Classification: SERVICES	Sub-Classification: SVSC-SOFT/HARDWARE MAINT	
2049942-01	(1605)	NF Consulting Services	05/29/2019	\$90,000.00
		Contract Name: Web & Mobile Technical Lead- Ent. Architect 2		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2048671-01	(1606)	CALDWELL COUNTRY CHEVROLET	05/30/2019	\$719,640.00
		Contract Name: NRV - Police Pursuit Vehicles		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-VEHICLES NON REV	
2037370	(1619)	Stadler US Inc	05/31/2019	\$119,070,729.00
		Contract Name: Cotton Belt Regional Rail Vehicle Procurement		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-RAIL VEHICLES	
2047832-01	(1610)	LANDMARK EARTH SRV LLC	06/06/2019	\$197,790.00
		Contract Name: Supply and Delivery Weed Control Spraying		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2043678-01	(1609)	NORMANDY MACHINE CO. INC.	06/11/2019	\$154,882.00
		Contract Name: OCS Switches and Switch Rods		
		Classification: COMMODITIES	Sub-Classification: SUP/EQUIP-OTHER	
2048534-01	(1607)	INNOVATIVE EMERGENCY MGT INC	06/11/2019	\$171,828.00
		Contract Name: DFR Tabletop & Full-Scale Exercise		
		Classification: SERVICES	Sub-Classification: SVSC-TRAINING	
2048494-01	(1608)	SOLOGY SOLUTIONS	06/12/2019	\$68,931.00
		Contract Name: West End 2nd Monitor		
		Classification: SERVICES	Sub-Classification: SVSC-OTHER	
2047404-01	(1600)	SUNBELT RENTALS	06/26/2019	\$136,946.00
		Contract Name: TES Portable Generators		
		Classification: SERVICES	Sub-Classification: SVSC-RAIL OPERATION	
Report Totals: 34 Contracts Awarded				\$130,416,447.18



Contracts Awarded

Fiscal Year 2019 - Third Quarter

Sorted by Award Date and Contract Number
Includes a detailed listing of all contracts awarded

Contracts Awarded Summary

		TOTAL
COMMODITIES	SUP/EQUIP-BUS PARTS	\$54,886.00
	SUP/EQUIP-COMP HARD/SOFTWARE	\$68,876.40
	SUP/EQUIP-OFFICE EQUIPMENT	\$190,000.00
	SUP/EQUIP-OFFICE SUPPLIES	\$249,999.00
	SUP/EQUIP-OTHER	\$154,882.00
	SUP/EQUIP-RAIL VEHICLES	\$119,665,201.00
	SUP/EQUIP-VEHICLES NON REV	\$1,345,246.00
	Total	\$121,729,090.40
SERVICES	SVSC-COURT REPORTING	\$392,170.50
	SVSC-EMPLOYEE BENEFITS	\$519,141.28
	SVSC-OTHER	\$6,675,869.44
	SVSC-RAIL OPERATION	\$356,246.00
	SVSC-SOFT/HARDWARE MAINT	\$377,422.00
	SVSC-TRAINING	\$366,507.56
	Total	\$8,687,356.78
Grand Total		\$130,416,447.18

Board Approved Contract Modifications
Fiscal Year 2019 - Third Quarter

VENDOR NAME	AMOUNT	DESCRIPTION	MOD DATE
Trapeze Software Group, Inc.	\$1,342,067	Exercise Contract Option for Trapeze Software and Hardware Maintenance Agreement [Resolution No. 190045]	4/23/2019
Kiewit Infrastructure South Co.	\$251,412	Increase Contract Value for the Trinity Railway Express (TRE) Valley View Double Tracking Bear Creek Bridge Construction Contract [Resolution No. 190046]	4/23/2019
AC Printing	\$96,152	Exercise Contract Option for Small Format Offset or Digital Printing Services with AC Printing [Resolution No. 190056]	5/28/2019
Best Press	\$114,905	Exercise Contract Option for Small Format Offset or Digital Printing Services with Best Press [Resolution No. 190057]	5/28/2019
Triad Commercial Services, Ltd.	\$933,486	Exercise Option for Cleaning of Bus Shelters, Benches, Park & Ride, and Dallas Streetcar Stops [Resolution No. 190061]	5/28/2019
Aetna	\$1,211,624	One-Year Contract Extension and Increase Funding for Medicare Advantage PPO Plan for Retiree Medical Benefits [Resolution No. 190068]	6/18/2019
MV Transportation, Inc.	\$529,241	Contract Modification for Mobility Management Services [Resolution No. 190070]	6/18/2019
Valero Marketing and Supply Company	\$1,325,330	Contract Option for a Non-Revenue Vehicle Fuel Management System [Resolution No. 190071]	6/18/2019
TOTAL MODIFICATION AWARDED DOLLARS:	\$5,804,217	TOTAL MODIFICATIONS AWARDED:	8

Special Procurements

Fiscal Year 2019 - Third Quarter

Includes a detailed listing of 5 special procurements

Purchase Order Type	Count	Amount
Emergency [a]	1	\$7,466.00
Unauthorized Procurement Actions (UPAs) [b]	1	\$4,162.50
Sole Source (Noncompetitive) [c]	28	\$483,615.59
Revenue Generating [d]	0	\$0.00
Deviations to the DART Procurement Regulations [e]	0	\$0.00
Totals	30	\$495,244.09

[a] Includes a detailed listing of Emergency procurements that involved an immediate and serious need to the Agency.

[b] Includes a detailed listing of Unauthorized Procurement Actions (UPAs) approved by the President/Executive Director and Vice President of Procurement.

[c] Includes a detailed listing of Noncompetitive Procurements, also referred to as "Sole Source" procurements. Noncompetitive Procurements are sometimes awarded for goods and services that are proprietary in nature and/or can only be reasonably purchased from one source.

[d] Includes a detailed listing of contracts, modifications and/or small purchases that generate revenue for the Agency, if any are procured. Procurements where the amount of the revenue generated is unknown are shown with a zero (0) dollar amount.

[e] Includes a detailed listing of Deviations requiring approval from the President/Executive Director.

Special Procurements

Fiscal Year 2019 - Third Quarter

Emergency

Includes a detailed listing of Emergency procurements that involved an immediate and serious need to the Agency.

There is 1 "Emergency" Procurement in this Quarter.

PO / Contract # and Date	PO Item Description / Contract Name	Vendor Name	Total Amt
1357532 04/01/2019	VALVE,MAGNET(DOOR CNTR	SIMBA INDUSTRIES	\$7,466.00
PO Count = 1			\$7,466.00



Special Procurements

Fiscal Year 2019 - Third Quarter

Unauthorized Procurement Actions (UPAs)

Includes a detailed listing of Unauthorized Procurement Actions (UPAs) approved by the President/CEO and Vice President of Procurement.

There is 1 "Unauthorized Procurement Actions (UPAs)" Procurement in this Quarter.

PO / Contract # and Date	PO Item Description / Contract Name	Vendor Name	Total Amt
1357610	04/05/2019 SKIRT,HINGED ASSY,LONG	KINKISHARYO INTERNATIONAL LLC	\$4,162.50
PO Count = 1			\$4,162.50



Special Procurements

Fiscal Year 2019 - Third Quarter

Sole Source (Noncompetitive)

Includes a detailed listing of Noncompetitive Procurements, also referred to as "Sole Source" procurements. Noncompetitive Procurements are sometimes awarded for goods and services that are proprietary in nature and/or can only be reasonably purchased from one source.

There are 28 "Sole Source (Noncompetitive)" Procurements in this Quarter.

PO / Contract # and Date	PO Item Description / Contract Name	Vendor Name	Total Amt
1357550	04/02/2019 PCB VOLTAGE REGULATION (AVR34)	TOYO DENKI USA, INC.	\$7,866.20
1357564	04/03/2019 RUBBER,FLR.COV,47.25"X 33 FT.	HYDRAULIC ELEC CO SUPPLY INC	\$9,940.00
1357569	04/03/2019 PCB , LVDS INTERFACE	SPX CORPORATION	\$34,417.60
1357599	04/04/2019 SWITCH,LOW PRESSURE,HVAC,MERAK	MERAK NORTH AMERICA	\$4,468.00
1357609	04/05/2019 AXLE BOX,INNER,CSTL,ER-1345,	KINKISHARYO INTERNATIONAL LLC	\$9,432.00
1357642	04/09/2019 BRACKET, DISC BRAKE	KINKISHARYO INTERNATIONAL LLC	\$6,105.00
1357701	04/17/2019 THRESHOLD,SIDE DOOR,35",LH	KINKISHARYO INTERNATIONAL LLC	\$23,275.00
1357703	04/17/2019 THRESHOLD,SIDE DOOR,50"	KINKISHARYO INTERNATIONAL LLC	\$25,690.00
1357759	04/22/2019 UNION, W/CHOKE 3/8OD X 1/4 NPT	KINKISHARYO INTERNATIONAL LLC	\$4,655.00
1357893	04/17/2019 THRESHOLD,SIDE DOOR,35",RH	KINKISHARYO INTERNATIONAL LLC	\$34,912.50
1357943	05/14/2019 HEATER,ASSY.,ELECTRIC	VAPOR STONE RAIL SYSTEMS	\$8,235.81
1357981	05/17/2019 CABLE ASSY.,25",DOOR CUT OUT,	VAPOR STONE RAIL SYSTEMS	\$3,351.78
1358081	05/29/2019 SEAL,RUBBER,A/C UNIT	KINKISHARYO INTERNATIONAL LLC	\$7,768.80
1358090	05/24/2019 ELEMENT,ASSY.,HEATER,CAB	VAPOR STONE RAIL SYSTEMS	\$15,683.40
1358110	06/03/2019 REBUILT,RELAY,MOTOR CONTROL ,	WESTERN-CULLEN-HAYES, INC	\$3,336.00
1358127	06/04/2019 COIL, DART PICKUP, RIG	ALSTOM SIGNALING INC	\$10,495.20
1358128	06/04/2019 PWA TAIL/STOP LIGHT LED ASSY	LUMINATOR HOLDING LP	\$5,787.64
1358146	06/05/2019 LIGHT,ASSEMBLY,TURN SIGNAL	LUMINATOR HOLDING LP	\$5,175.24
1358223	06/13/2019 COIL,LEFT	ALSTOM SIGNALING INC	\$5,365.68
1358243	06/14/2019 MOTOR,24V,DESTINATION SIGN	Trans-Lite Inc,	\$47,700.00
1358244	06/14/2019 CURTAIN,DESTINATION SIGN,SIDE	Trans-Lite Inc,	\$37,287.74
1358246	06/17/2019 REBUILT,UNIT, TVM CENTRAL PROC	SPX CORPORATION	\$5,467.00
1358250	06/17/2019 REBUILT,DAMPER, ASSY - R- MD	Industrial Transmission Soluti	\$7,960.00
1358294	06/20/2019 SENSOR,SPEED,T-AXLE, flt. 53	TOYO DENKI USA, INC.	\$16,612.00
1358338	06/25/2019 REBUILT,BOARD, ASSY, PC, CONVE	SPX CORPORATION	\$2,688.00



Special Procurements

Fiscal Year 2019 - Third Quarter

Sole Source (Noncompetitive)

Includes a detailed listing of Noncompetitive Procurements, also referred to as "Sole Source" procurements. Noncompetitive Procurements are sometimes awarded for goods and services that are proprietary in nature and/or can only be reasonably purchased from one source.

There are 28 "Sole Source (Noncompetitive)" Procurements in this Quarter.

PO / Contract # and Date	PO Item Description / Contract Name	Vendor Name	Total Amt
1358378	06/27/2019 BEARING SWITCH ASSY	TOYO DENKI USA, INC.	\$44,780.00
1358379	06/27/2019 SWITCHBOARD ASSY FRONT	TOYO DENKI USA, INC.	\$47,580.00
1358380	06/27/2019 SWITCHBOARD ASSY REAR	TOYO DENKI USA, INC.	\$47,580.00
PO Count = 28	BPO Count = 0	Contract Count = 0	\$483,615.59



Special Procurements

Fiscal Year 2019 - Third Quarter

Revenue Generating

Includes a detailed listing of contracts, modifications and/or small purchases that generate revenue for the Agency, if any are procured. Procurements where the amount of the revenue generated is unknown are shown with a zero (0) dollar amount.

There are no Revenue Generating procurements in this Quarter.

Special Procurements
Fiscal Year 2019 - Third Quarter

Deviations to the DART Procurement Regulations

Includes a detailed listing of Deviations requiring approval from the President/Executive Director.

There are no Deviations to the DART Procurement Regulations procurements in this Quarter.

Active Requirements Contracts

\$250,000+ Only and Expiring between 07/01/2019 and 06/30/2020

Contract	Vendor Name	Contract Name	Exp Date	Max Amt
Contracts Expiring Within 6 Months				
2019536-03	Creative Bus Sales, Inc.	2019536-03INNOVATIVE SERVICES REPLACEMENT BUSES	07/01/2019	\$26,720,308
2005883-01	PENN MACHINE COMPANY LLC	Fifteen (15) Year Rebuild Bombardier Traction Assy	07/14/2019	\$1,918,180
2040432-02	Infinity Contractor INT'L LTD	SOCBOF COOLING TOWER REP	07/28/2019	\$268,738
2032075-01	AT&T Corp	AT&T Voice and Data	07/30/2019	\$3,235,640
2030145-01	Wabtec	Three year friction brake overhaul kit	08/15/2019	\$1,247,280
2027460-01	Bombardier	Bombardier Parts	08/23/2019	\$705,628
2033968-01	DoubleMap, Inc.	Mobility on Demand Software Application	08/27/2019	\$489,372
2010828-05	Half Associates, Inc	Environmental Response	08/28/2019	\$1,434,618
2038659-01	Arcadia Roofing Co., LLC	SOCBOF Roof Replacement	08/29/2019	\$486,185
1022108-01	ESIS, Inc.	TPA for Worker's compensation	08/31/2019	\$3,684,242
2032052-01	Alvand Construction Inc	Crew Rooms Construction	08/31/2019	\$2,610,945
2019103-01	Willis of Texas, Inc.	Strategic Benefits Consulting Services	09/06/2019	\$1,710,300
2016009-01	Creative Bus Sales, Inc.	Miscellaneous ARBOC Parts	09/13/2019	\$375,702
2016009-07	COLONIAL EQUIPMENT	Miscellaneous ARBOC Parts	09/13/2019	\$372,425
2015290-01	Cintas	Uniform Rental Services	09/24/2019	\$1,306,370
2038616-01	Urban Transportation Associate	Retrofit Bus Fleet with APC's	09/27/2019	\$1,697,180
2033400-01	The Aftermarket Parts Company	Disc Pad Front & Rear Kit for DART's Bus Fleet	09/28/2019	\$346,828
1019730-01	MV Contract Transportation Inc	Mobility Management Service Delivery Contract	09/30/2019	\$185,981,120
1022354-01	Trapeze Software Group Inc.	Trapeze Software/Hardware Maintenance	09/30/2019	\$8,317,697
2037307-01	RedSalsa Technologies Inc	Program Developer	09/30/2019	\$261,730
2039324-01	Convergint Technologies	Access System Replacement	09/30/2019	\$258,497
2025724-01	Irving Holdings, Inc	Subsidized Transportation Services	10/02/2019	\$959,400
2030714-01	Railroad Friction Products Cor	Disc Brake Shoe for DART Light Rail Vehicle	10/04/2019	\$400,014
2020936-01	Swagit Productions LLC	Video Recording Board Meetings	10/10/2019	\$275,683
2045430-01	KPMG LLP	Consulting Engagement for UP3	10/10/2019	\$673,801
2032864-01	PENN MACHINE COMPANY LLC	SLRV Tire Installation Kits for DART's Fleet	10/27/2019	\$4,489,306
2030359-01	TKC ENTERPRISES INC.	12 Volt Maintenance Free Batteries	10/27/2019	\$387,430
2007098-02	Dikita Enterprises, Inc.	Data Collection Services	11/01/2019	\$1,314,612
2045592-01	Delaware Car Company	TRE Wreck Repair 124 and 1063	11/15/2019	\$250,000
2025520-01	Alvand Construction Inc	On Call Construction Services	11/18/2019	\$2,635,664
2026141-01	Metropolitan Security Services	Armed Security Guard Services	11/21/2019	\$12,589,938
2025520-02	Chavez Concrete Cutting	On Call Construction Services	11/28/2019	\$3,362,679
2025520-03	Gilbert May, Inc.	On Call Construction Services	11/28/2019	\$1,875,132
2007364-01	Swiger Coil Systems a WABTEC C	Rebuild Traction Motor for Light Rail Vehicle	12/09/2019	\$348,790
2013014-01	PENN MACHINE COMPANY LLC	Fifteen Year Rebuild Center Truck	12/18/2019	\$672,615
2033290-01	Wabtec	Three (3) Year Friction Brake Overhaul Kit	12/19/2019	\$1,484,736



Active Requirements Contracts

\$250,000+ Only and Expiring between 07/01/2019 and 06/30/2020

Contract	Vendor Name	Contract Name	Exp Date	Max Amt
Contracts Expiring Over 6 Months To 1 Year				
2013012-01	Aetna	Medicare Advantage HMO/PPO	12/31/2019	\$3,411,884
2008851-02	Express Scripts	Self-Insured Medical Insurance	12/31/2019	\$300,000
2008809-02	Delta Dental Insurance Company	Employee Benefits Administrator - Dental	12/31/2019	\$535,560
2031954-01	Valero Marketing and Supply Co	NRV Fuel Management	12/31/2019	\$2,746,887
2046125-01	CAD Railway Industries ltd	TRE Wreck Repair Cab Car 1008	12/31/2019	\$250,000
2008851-01	BCBSTX	Medical Benefits TPA	01/01/2020	\$10,420,000
2031928-01	Creative Bus Sales, Inc.	Arboc Misc Parts	01/11/2020	\$938,679
2031928-02	Friendly Chevrolet	Arboc Misc Parts	01/11/2020	\$460,657
2029603-01	Cummins Southern Plains,LLC	Cummins CG Bus Parts	01/11/2020	\$2,260,088
2042466-01	Delta/Peoples JV	Central Business District Rail Replacement	01/26/2020	\$14,154,826
2013818-01	Promotional Designs, Inc.	DART Logo Merchandise	02/26/2020	\$768,908
2041919-01	Uber Technologies	Mobility on Demand TNC Services	02/27/2020	\$1,146,053
2013458-01	INFOR (US) Inc.	Lawson Software Maintenance	02/28/2020	\$2,185,071
2009605-02	Enterprise Holdings	Vanpool Services	03/01/2020	\$12,944,994
2045830-01	Genfare, a Div of SPX Corp	41 Additional Fareboxes for New Flyer Buses	03/13/2020	\$364,080
2005220-35	AECOM Technical Services, Inc.	Comprehensive Professional Services	03/20/2020	\$2,579,696
2025519-01	Wabtec	Miscellaneous LRV (Light Rail Vehicle) Brake	03/21/2020	\$4,069,242
2015111-01	Southwest Elevator Company	DART Elevator Escalator maintenance	03/29/2020	\$7,486,136
2005220-01	CP Service Series	Comprehensive Professional Services Series	03/31/2020	\$105,900,000
2005220-02	Hayden Consultants, Inc.	Comprehensive Professional Services	03/31/2020	\$7,255,349
2005220-03	IEA, Inc.	Comprehensive Professional Services	03/31/2020	\$1,847,257
2005220-04	CH2MHILL	Comprehensive Professional Services	03/31/2020	\$945,128
2005220-05	AECOM Technical Services, Inc.	Comprehensive Professional Services	03/31/2020	\$1,167,053
2005220-07	Arredondo, Zepeda & Brunz, LLC	Comprehensive Professional Services	03/31/2020	\$3,484,118
2005220-11	VAIArchitects Incorporated	Comprehensive Professional Services	03/31/2020	\$3,424,240
2005220-17	Paragon Project Resources, Inc	Comprehensive Professional Services	03/31/2020	\$2,157,842
2005220-20	PSA Constructors, Inc	Comprehensive Professional Services	03/31/2020	\$510,287
2005220-23	Arredondo, Zepeda & Brunz, LLC	Comprehensive Professional Services	03/31/2020	\$5,378,194
2005220-25	AECOM Technical Services, Inc.	Comprehensive Professional Services	03/31/2020	\$2,942,957
2005220-26	DAL-TECH Engineering, Inc.	Comprehensive Professional Services	03/31/2020	\$7,546,154
2005220-33	CMTS	Comprehensive Professional Services	03/31/2020	\$528,030
2005220-36	Arredondo, Zepeda & Brunz, LLC	Comprehensive Professional Services	03/31/2020	\$4,495,401
2005220-38	WSP USA Inc.	Comprehensive Professional Services	03/31/2020	\$588,027
2005220-40	Urban Engineers, Inc.	Comprehensive Professional Services	03/31/2020	\$3,727,383
2005220-43	Bowman Engineering/Consulting	Comprehensive Professional Services	03/31/2020	\$577,735
2005220-44	AECOM Technical Services, Inc.	Comprehensive Professional Services	03/31/2020	\$929,483
2005220-48	Lockwood, Andrews & Newnam Inc	Comprehensive Professional Services	03/31/2020	\$1,657,822
2025815-02	EA Engineering, Science, and T	Environmental Response	03/31/2020	\$378,341
2048671-01	CALDWELL COUNTRY CHEVROLET	NRV - Police Pursuit Vehicles	03/31/2020	\$719,640
2029795-03	Sprint Solutions, Inc.	Sprint Cellular Services and Equipment	04/05/2020	\$639,180
2029795-01	Cellco Partnership dba Verizon	Verizon-Cellular Services and Equipment	04/05/2020	\$2,581,412
2029795-02	AT&T	AT&T Cellular Services and Equipment	04/06/2020	\$1,174,916
2014010-01	Orgo-Thermit, Inc.	Rail Grinding	04/21/2020	\$855,675
2028608-01	Lusid Technologies Inc	Paint Products for Revenue Vehicles	04/29/2020	\$399,965
2031875-01	Knorr-BremsePowertechCorp.USA	Transtechnik Stock Parts	04/29/2020	\$1,495,807
2025415-01	Critical Start LLC	IT Managed Security Services Provider	05/01/2020	\$4,138,033
2012731-01	WSP USA Inc.	Asset & Project Management System Consulting Servs	05/14/2020	\$1,467,219



Active Requirements Contracts

\$250,000+ Only and Expiring between 07/01/2019 and 06/30/2020

Contract	Vendor Name	Contract Name	Exp Date	Max Amt
Contracts Expiring Over 6 Months To 1 Year (continued)				
2012731-02	WSP USA Inc.	Asset Management Plan & Consulting Services	05/15/2020	\$1,047,781
2036211-01	SUTRAK Corporation	Rebuild Suttrak Generator for DART's Bus Fleet	05/15/2020	\$414,100
2012070-01	AC Printing	Customer Timetable Printing	05/18/2020	\$659,952
2012668-02	HDR Engineering, Inc.	General Planning Consultant Services (GPC VI)	05/18/2020	\$36,500,000
2039034-01	ASPEN Refrigerants, Inc.	Non Flammable Refrigerant Gases	05/30/2020	\$527,280
2012949-01	Bridgestone Americas Tire Oper	Tire Leasing and Support Services	05/31/2020	\$10,024,334
2025815-01	Half Associates, Inc	Environmental Response	05/31/2020	\$797,499
2031876-01	TransTech of SC, Inc.	Miscellaneous Transtech Light Rail Vehicle Stock	06/03/2020	\$730,683
2010806-01	The Jarvis Press, Inc.	Large to Medium Format Offset Printing	06/10/2020	\$900,801
2035566-01	KINKISHARYO International, LLC	Kinkisharyo Parts for DART's LRV	06/28/2020	\$542,950
2037234-01	Southern Coach Parts Company	Bike Rack Repair Components	06/28/2020	\$306,626
2025815-03	Amec Foster Wheeler E&I, Inc.	Environmental Response	06/30/2020	\$375,000
Total Contracts = 95			Total Value of All Contracts Above:	\$563,911,199



Upcoming Procurement Opportunities

As of July 1, 2019

Inverter Module

Upcoming Item: **B-2050178**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has a requirement to purchase Inverter Modules for DARTs Light Rail Vehicle Fleets.

The NIGP code associated with this event is:

559 Mass Transportation-Rail Vehicle Accessories and Parts

Rebuild Air Conditioning System Generator

Upcoming Item: **B-2049275**

Type of Posting: Invitation for Bid (IFB)

Description:

The Authority has requirement for Rebuild Air Conditioning System Generator.

The NIGP code associated with this event is:

557 Mass Transportation - Transit Bus Accessories and Parts.

UNIVERSAL INSPECTION SERVICES

Upcoming Item: **P-2049887**

Type of Posting: Request for Proposal (RFP)

Description:

This is for universal inspection services. As inspections services are required, a task ordered will be issued for that particular service. This includes Bus Inspections, Thermal Events, Vendor Surveys, On-site Bus, LRV, and Streetcar surveys.

NIGP CODE ASSOCIATED WITH THIS EVENT IS:

918 CONSULTING SERVICES

KEY TRACKER INTELLIGENT LOCKER SYSTEM

Upcoming Item: **B-2048464**

Type of Posting: Invitation for Bid (IFB)

Description:

KeyTracker/iLockerz Intelligent locker system with RFID for the storage, tracking, and management of portable 2-way DART radios. This request will be BRAND SPECIFIC to allow seamless integration of the KeyTracker/iLockerz Intelligent radio locker system with our existing KeyTracker Intelligent key locker system management software to insure physical security.

NIGP CODE ASSOCIATED WITH THIS EVENT IS:

287 ELECTRONIC EQUIPMENT, COMPONENTS, PARTS, AND ACCESSORIES



Upcoming Procurement Opportunities

As of July 1, 2019

SIGNAL EQUIPMENT SUPPLIES

Upcoming Item: **B-2049534**

Date of Posting: 6/3/2019 (38 days ago)

Type of Posting: Invitation for Bid (IFB)

Description:

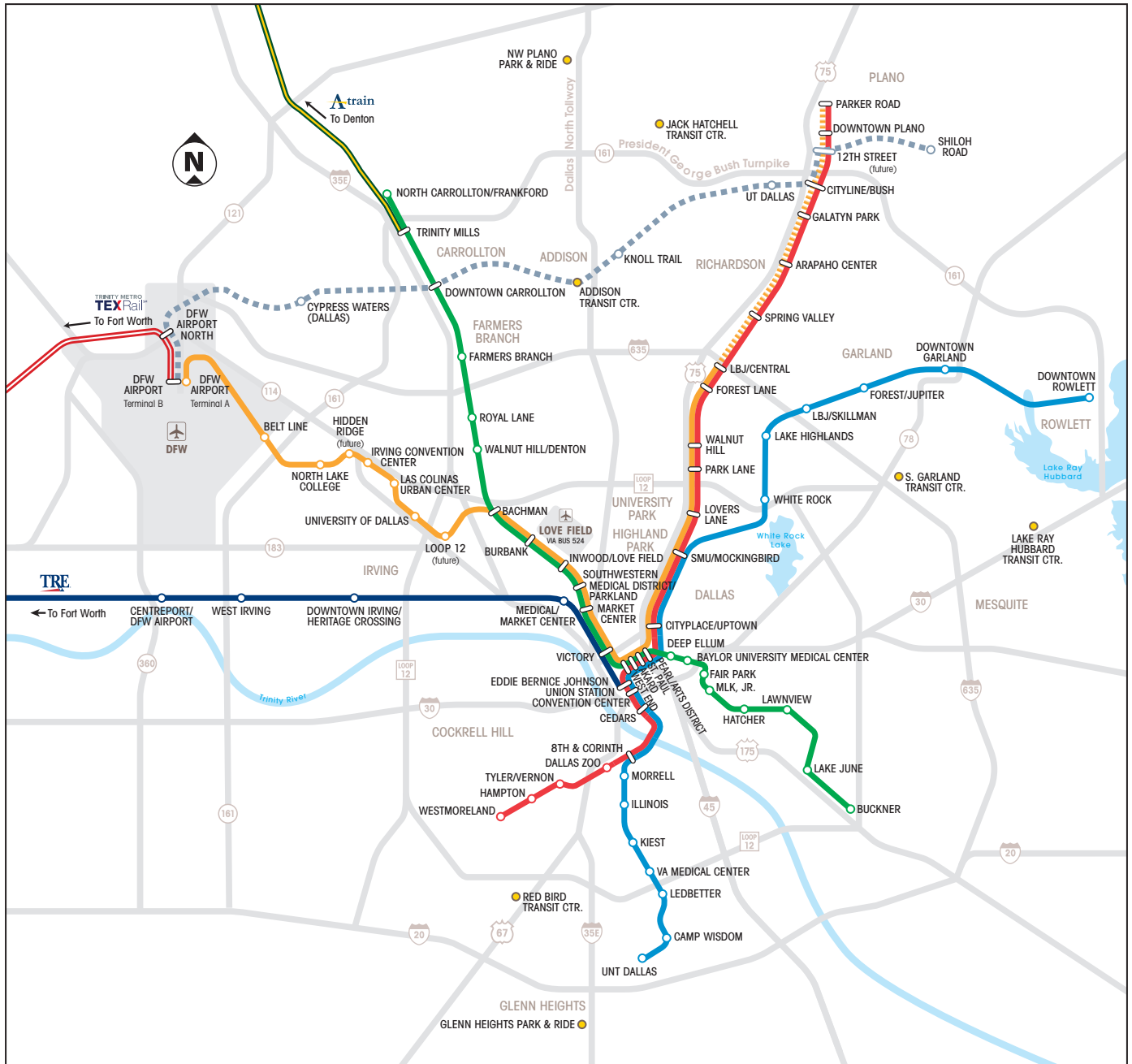
The Authority is seeking sealed offers from qualified firms or individuals in providing signal equipment supplies as described in Exhibit H.

NIGP CODE ASSOCIATED WITH THIS EVENT IS:

578 Miscellaneous Products (Not Otherwise Classified)



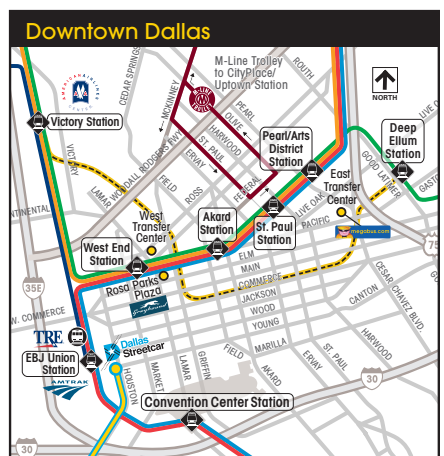
CURRENT AND FUTURE SERVICES



Map Legend

- Blue Line
- Red Line
- Green Line
- Orange Line
- Orange Line Weekdays Peak Only
- Trinity Railway Express (No Sunday Service)
- TEXRail (Trinity Metro)
- A-Train (DCTA)
- M-Line Trolley
- Dallas Streetcar
- Transit Center or Park & Ride

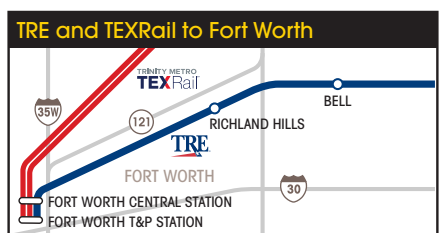
TRE
TEXRail
A-Train
Dallas Streetcar



Future Services

- Silver Line (2022)
- D2 Subway (Inset Map)

DESIGN/CONSTRUCTION UNDERWAY
PLANNING/DESIGN UNDERWAY



DALLAS AREA RAPID TRANSIT
P.O. BOX 660163
DALLAS, TX 75266



let's go.